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VW's £17k SUPERMINI

OFFICIAL New ID.1, plus baby GTI in the works

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PLUS 7-SEAT TAYRON TESTED

Room for everyone in versatile new Volkswagen family car

NEW TOYOTA C-HR+

Tech-filled 370-mile EV due this year

DRIVEN NEW AUDI Q5

Big-selling SUV takes aim at BMW X3

REVEALED VOLVO ES90

Spacious saloon signals the end of estates

TESTED NEW JAECOO J7 vs SKODA KAMIQ

Bargain Chinese SUV takes on Europe's cleverest crossover

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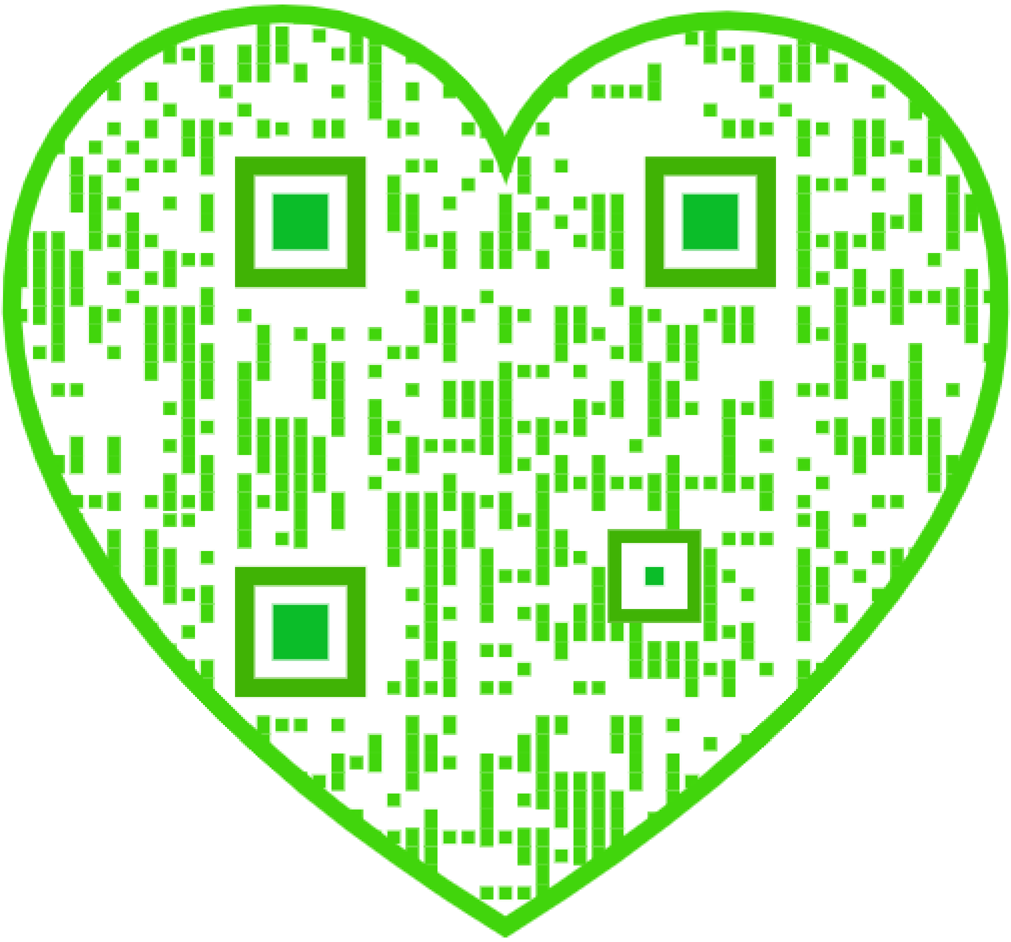

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*Figures are intended for comparability purposes; only compare fuel consumption and CO_2 figures with other cars tested to the same technical procedures. The fuel consumption and CO_2 produced under real life driving conditions will depend on a number of factors including the accessories fitted (post-registration), driving style, speed and vehicle load. All models and grades are certified according to the World Harmonised Light Vehicle Test Procedure (WLTP). All electric range and CO_2 figures quoted are full WLTP figures. More information can be found by visiting: www.vehicle-certification-agency.gov.uk/fcb/wltp.asp.

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THIS WEEK

SOMETIMES in this business you meet people whose enthusiasm for developing cars that people will love makes you smile.

Last week, I spent a day with Toyota and Lexus at their annual event, where they wheel out their latest shiny new things. There's plenty going on, largely around electrification, but the point was repeatedly made that consumers need to choose the best powertrain, rather than being forced into tech they're not ready to adopt. Or "carbon emissions are the enemy, not any particular type of technology", as Toyota's European boss Matt Harrison put it.

But while new and updated mainstream Toyotas are interesting, plenty about the company's character came out during its session on the GR brand in particular. It's not that normal for companies to be so willing to talk about their cars breaking. However, the key message from its motorsport programme – across disciplines including world rally, off-road rally raid and endurance championships – is that Toyota races to test things to breaking point, and then puts them back together better.

> **"THE MESSAGE FROM ITS MOTORSPORT PROGRAMME IS THAT TOYOTA RACES TO TEST THINGS TO BREAKING POINT AND THEN PUTS THEM BACK TOGETHER BETTER"**

Tech transfer via motorsport is nothing new, but to be so open and make the link to road cars so clear is less common. And the straight line between Toyota's learnings on the track and improvements on the cars we buy bodes well.

But my favourite moment was the answer to a question posed during an engaging chat with Hiroyuki Yamada, GR project general manager and the man tasked with keeping the performance brand doing the things that have made it such a smash hit in recent years, primarily with the epic GR Yaris.

He'd been dragged away from developing a new 2.0-litre engine for future GR models to come and chat to Europe's media, and I asked if he felt more pressure working on future cars following the Yaris's phenomenal success.

"I started working for Toyota and working in the car industry because I love cars, and I feel greater pressure in keeping the field of play for the true car lovers around the world," came Yamada's response. If the people developing the next generation of iconic yet affordable performance cars see themselves as guardians of these vehicles on behalf of drivers worldwide, that feels like a good thing to me.

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EDITOR'S VIEW

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UK: £145.00 **Europe:** £240.00 **ROW:** £260.00

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Printed by Walstead Roche, Victoria Business Park,
Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace, London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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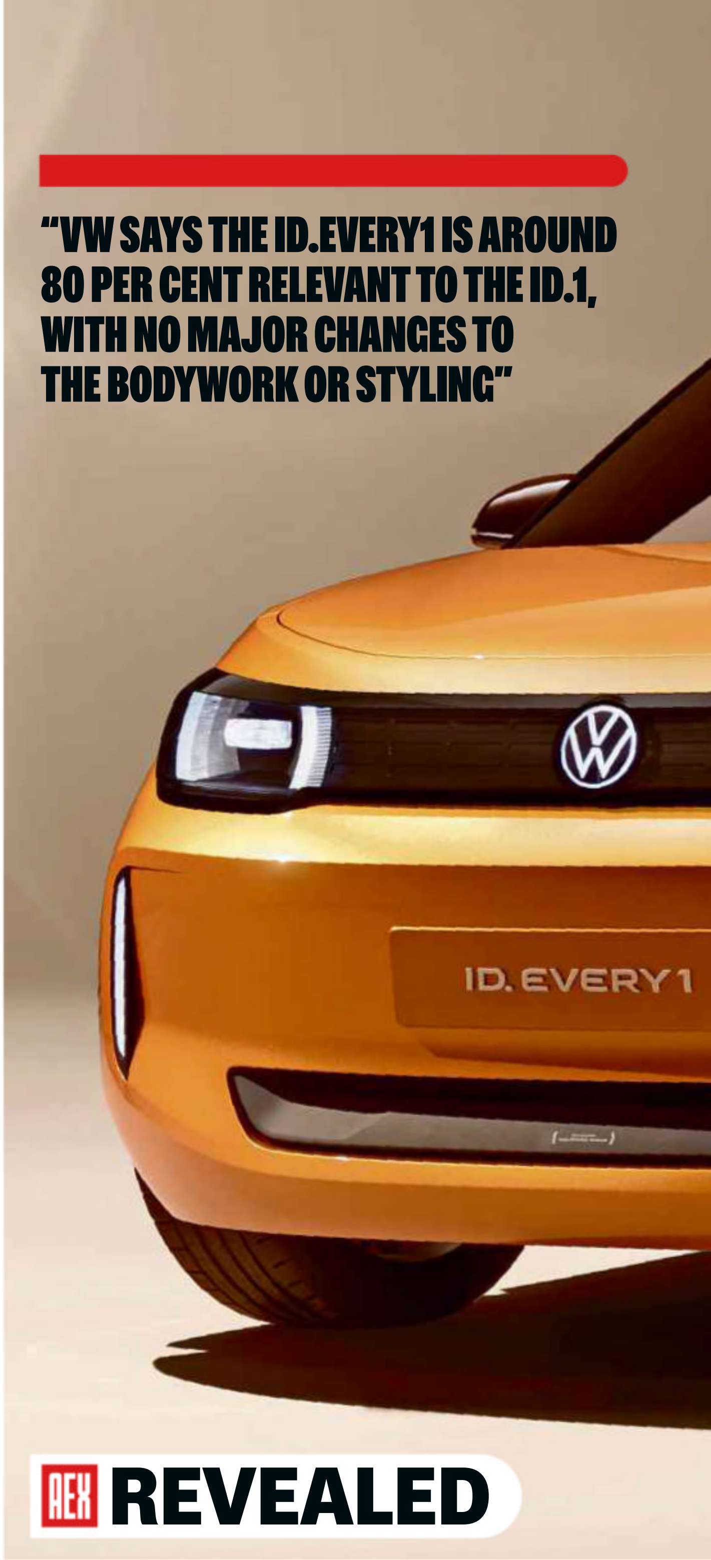
Supersport priced at £102,000

TOP STORY VW ID.Every1



REVEALED

OFFICIA LOOK AT

REVEALED VW's concept car is essentially what we'll see in 2027, when the ID.1 city car launches with a starting price of less than £20,000

Jordan Katsianis

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VOLKSWAGEN'S baby EV, the ID.1, is inching closer to production. But before it reaches showrooms in 2027, the German giant is giving us a proper taster in the form of the ID.Every1 concept.

Just as the ID.2All Concept reignited excitement around a new all-electric production supermini due to arrive later this year, the smaller, city-focused ID.Every1 is an even more ambitious project that's signalling an entry price of just 20,000 Euros (around £17,000) for the upcoming ID.1.

VW says the ID.Every1 is around 80 per cent relevant to the new road car, with no major changes to the bodywork or styling. The wheels will be smaller, the door handles will be bigger and the head and tail-lights will change slightly. But, in essence, what you're looking at is the new ID.1.

> "VW SAYS THE ID.EVERY1 IS AROUND 80 PER CENT RELEVANT TO THE ID.1, WITH NO MAJOR CHANGES TO THE BODYWORK OR STYLING"

The new city car is part of a nine-model deluge of fresh VW EVs due within the next two years. Others will include the Polo-sized ID.2, alongside SUV and GTI variants, plus reboots of the ID.3, ID.4 and ID.5. It remains to be seen what form the final two models will take.

At 3,880mm long, the ID.Every1 is around 280mm longer than the firm's up! city car, largely because it now has to fit a battery pack between the axles. According to VW's head of design, Andy Mindt, the production version will shrink ever so slightly.

The ID.1 will rely heavily on the revised MEB architecture that will be introduced with the ID.2. But here, VW has reduced the wheelbase by around 60mm and fitted a new e-motor, battery pack and rear axle.

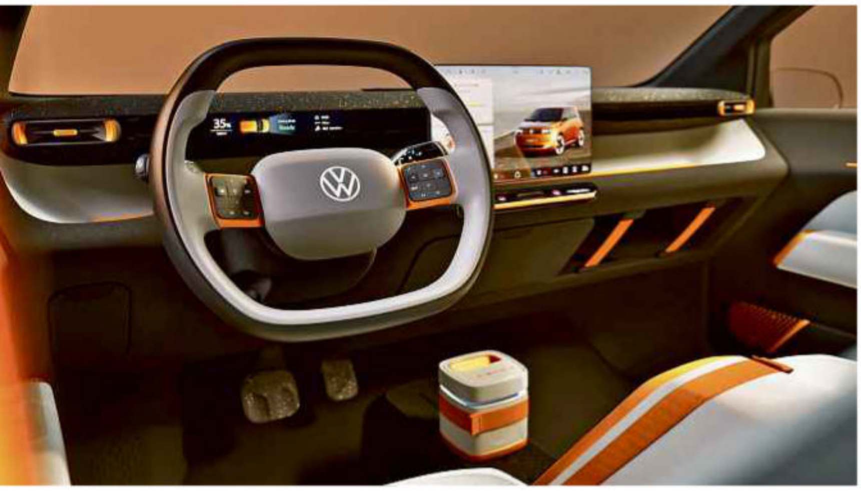
One of the ID.1's key competitors will be Renault's retro-styled Twingo. Compared with its French rival, the VW is 180mm longer, a little taller and slightly wider. Volkswagen says this will result in very good space inside for up to four occupants, plus a 305-litre boot, which is around 50 litres bigger than the up!'s.

The ID.Every1's downsized electric motor generates 94bhp, and is good for an 80mph top speed, while its 155-mile range is short of the 170 miles Renault suggests for its Twingo. But,

STYLING
The concept rides on 19-inch alloys – these will be replaced by 18-inch wheels for the production car

L FIRST
T £17k ID.1

> **"THE CONCEPT IS A LITTLE LARGER THAN THE UPCOMING RENAULT TWINGO, AND ITS 305-LITRE BOOT IS 50 LITRES BIGGER THAN THAT IN THE UP!"**



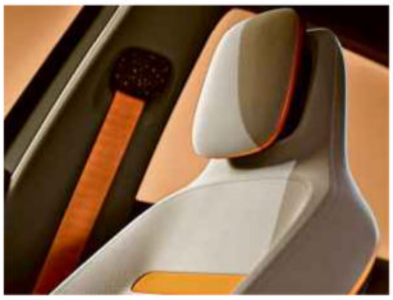
with urban drivers being the new car's target audience, Volkswagen thinks this range will be sufficient. No information has been released about the ID.Every1's battery, but it's likely to be around the 35-40kWh mark.

Key to the ID.1's success will be the styling, and in this case Mindt and his team have employed the same ethos used with the ID.2All Concept from 2023. Using past VW icons for reference, such as the Lupo and up!, the ID.Every1 draws inspiration from what made those cars great, without relying on literal design elements.

Its chunky body is supposed to look timeless, without being bland. The nose has a simple form with a single headlight and grille graphic that will make its way to the production car. Plus, VW's talent of giving design human characteristics through elements such as the headlight's 'pupils' or a subtle, cheeky 'smile' at the front end helps make the car both approachable and personable.

Other fine detailing such as the contoured roof panel with the third brake light, plus simple oblong elements like the rear lights and lower air intake, finalise a design package designed to broaden the ID.1's appeal. Overall, the car seen here will be tweaked slightly for production, but the bits that matter, such as the flared wheelarches and slim glasshouse, will be carried over largely unchanged.

Volkswagen will also use the production car to introduce its all-new software-driven electronic architecture that's been designed as part of VW's joint venture with American EV manufacturer Rivian. It will emphasise the use of over-the-air updates to keep the car fresh long after it leaves the showroom, and will also yield benefits that will improve performance and reduce development time and costs.



The concept's cabin is very simple, but features the clever use of non-coated and textured materials to keep it from feeling stark. The fascia integrates a small driver's display and two outer air vents that reference the design of the headlights, with the touchscreen mounted above a physical set of controls for volume, ventilation and the heated seats.

There's a central cubby in the dashboard that acts as the car's main glovebox, plus an open section beside it with straps for larger items. These elements will be tweaked for the production car; the ID.1 will be aimed at both private and fleet customers, and there will be the option to specify it at a very basic level, with or without elements such as the complex centre console. The cabin will seat only four people, as is the norm with VW's city models.

Volkswagen acknowledges it's had a rough ride over the past few years, with company executives very clear at the ID.Every1's international launch about the firm's misdirection in the past decade. But the team is confident that with this ID.1 at the base, the next generation of VWs will return to a leadership role within the wider European car industry.

DETAILS
Concept's dashboard air vents echo the design of the lights, while there are digital screens for the driver and infotainment, as well as physical controls for the ventilation

**"THE BITS THAT MATTER, SUCH AS THE FLARED
SLIM GLASSHOUSE, WILL BE CARRIED OVER LAR**

WHEELARCHES AND
GELY UNCHANGED"

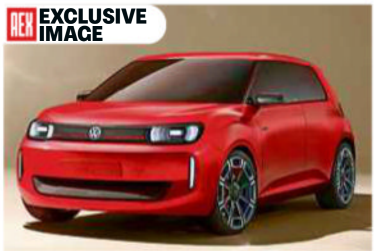
VW could build a GTI if enough of us want it

AEX VOLKSWAGEN could bring a GTI version of the ID.1 to market in the spirit of the much-loved up! GTI and Lupo GTI.

Speaking about the possibility of a sporty version of the new all-electric city car, board member for research and development, Kai Grunitz, said: "It could [be possible], as it uses the same front module [as the ID.2], but this would depend on the reaction of customers."

There is a precedent for hot A-segment models within VW, with the up! GTI being a huge hit, thanks to its low price and engaging dynamics. But where it's near impossible to build a small hot hatchback in Europe in 2025 because of emissions regulations, an all-electric powertrain won't be affected in the same way.

Unlike the up! GTI, which featured a unique platform, the new ID.1 will share its key architecture with the larger ID.2All; sharing components between these cars will be far easier and less expensive.



Katsianis

How Volkswagen is going to build it for just £17,000

THE low-cost EV space is already occupied by European brands, with Citroen and Fiat at the forefront with their bigger e-C3 and Grande Panda – although the ID.1 will be both less expensive and more sophisticated.

So how can VW make the numbers work in a market where much pricier EVs have resulted in little profit?

That's the question we posed to VW's member for research and development, Kai Grunitz, who explained how the brand will build a car at such a low price point, in relatively limited numbers. The lower cost of batteries is an obvious starting point, but VW is adamant that it's not the silver bullet that will allow EVs to suddenly become profitable.

"The battery is only one element, so if you want to reach that 20,000-Euro mark, you need savings across the board," Grunitz said. "[Battery prices] did go down in the past few years, that's also partly due to overcapacity – especially in China – but when the battery itself gets smaller, then the price point itself isn't quite so important."

So what else makes it possible? Key shared elements that are being developed for this new MEB-Entry platform are a factor, such as the scuttle – or the section of car between the pedals and front wheels – which is shared with the ID.2All.

But the biggest saving might come from its new-generation software architecture that VW says will reduce development time, and therefore costs, to just three years for an all-new model, or even as low as 24-26 months for a facelift or new derivative.

"THE BATTERY IS JUST ONE ELEMENT, SO YOU NEED SAVINGS ACROSS THE BOARD"

Toyota C-HR+ EV charg

Paul Barker

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Maximum range set to better 370 miles – prices could start below £40k

OFFICIAL
TOYOTA C-HR+

THE final model in a hat-trick of electric Toyotas has been unveiled, with the C-HR+ slotting between the forthcoming Urban Cruiser and updated bZ4X (right).

Sharing almost nothing bar the name with the popular hybrid and plug-in hybrid C-HR, despite the similar coupé-like silhouette, the C-HR+ will arrive in the UK late this year with a pair of battery options and three power levels ranging from 165bhp to 338bhp in the range-topping all-wheel-drive car. The most efficient version could cover more than 370 miles on a charge, while prices are likely to start below £40,000.

The electric newcomer should be roomier inside than the hybrid C-HR, thanks to an extra 150mm added to the wheelbase. The EV's boot is also slightly more spacious, at 412 litres, compared with the hybrid's 388 litres.

At 4,520mm, the new C-HR+ is 40mm and 10mm longer than the Skoda Elroq and Renault's Scenic, respectively, although both rivals have significantly larger boots.

Sitting 150mm shorter than the bZ4X sibling it shares the e-TNGA platform with, the car will be "sportier and more dynamic," according to chief engineer Masaya Uchiyama. "C-HR+ is for the single person, couple and small family. If they need more space, they will choose bZ4X."

The C-HR+ doesn't get the bZ4X's X-Mode system that improves off-road traction, despite the new car being offered in all-wheel-drive form. It does, though, share the same new 14-inch infotainment system.

There are two battery options, 58kWh and 77kWh, the former only in 165bhp front-wheel-drive form and the latter in front-drive (221bhp) or all-wheel-drive (338bhp) layouts – the same as the revised bZ4X.

Also, as is the case with the bZ4X, Toyota has introduced battery pre-conditioning to improve charging speed, either engaged manually ahead of a stop or automatically if the in-car navigation is set so the car knows when it will be stopping. Charging speeds are a reasonable, if not class-leading, 150kW, with a 22kW AC charger on higher trims.

> **"A STRETCHED WHEELBASE MEANS C-HR+ SHOULD BE ROOMIER THAN THE HYBRID, WITH A BIGGER BOOT"**

Refresh boosts bZ4X range

TOYOTA'S first and, for now at least, biggest electric model has been given an update, with the bZ4X's range, power and tech all taking a step forward.

External changes amount to a nip and tuck to the front end with sleeker headlights and a new bumper designed to improve aerodynamics. Inside, a 14-inch infotainment screen replaces the old 12.3-inch set-up.

In a move that addresses a bZ4X weakness, maximum range jumps to more than 350 miles, compared with 318 miles on the current car, while the options of 218bhp with all-wheel drive and 204bhp plus front drive are replaced by a trio of outputs – 165bhp, 221bhp and a 338bhp all-wheel-drive flagship.

Although maximum charging speed remains at 150kW, which is on a par with most rivals, if short of the 200kW of Kia and Hyundai, actual charging time at high-speed public charging should be reduced thanks to new standard-fit battery pre-conditioning software (see left).

Chief engineer Masaya Uchiyama said: "At first the feedback was we needed more range, but when you get to 400km [249 miles], customers said we need faster charging, and the pre-conditioning is especially good in colder temperatures."

UPDATE
There are now three power options and battery pre-conditioning

es in with up to 338bhp

VIRTUAL GEARS Interactive Manual Drive also brings paddle shifters

Drive-by-wire steering for updated Lexus RZ

LEXUS has given its electric RZ SUV's interior a heavy tech update, although the big news is very much under the skin.

The RZ was only launched in late 2022, so it's too early for a full mid-life revision, but the radical yoke steering wheel (below right) operates a new drive-by-wire system that's been a decade in development and is claimed to be the first of its kind in Europe.

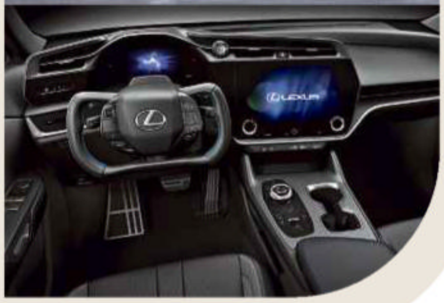
According to the manufacturer, the system provides a "new driving experience with smooth, easy and more intuitive operation", particularly on winding roads, as well as a reduction in the vibration through the now-rectangular steering wheel.

The system also allows for steering ratios to be adjusted according to speed, making for better low-speed manoeuvrability, a more agile driving experience on twistier roads and better high-speed motorway stability.

It comes alongside a newly developed Interactive Manual Drive system that introduces what Lexus calls an "eight-speed virtual gear set-up" complete with paddle shift controls, replicated engine sounds and a rev limiter to give a sense of timing to gearchanges.

The RZ also gets the same powertrain updates as its Toyota's bZ4X sister car (left), which means a new battery and electric motor providing more power, up to 60 miles more range depending on the model, and a new range-topping F Sport trim level with 402bhp and a chassis tuned to deal with the increased performance.

The F Sport trim also gets lightweight 20-inch alloy wheels and spoilers front and rear, and is the only model to feature the new steer-by-wire and manual-shift technology as standard. This will also be an option on the top Takumi trim when the updated cars land in the UK early next year.



City-focused quadricycle concept is limited to 28mph

FT-Me two-seater ready to take aim at Citroen's Ami

TOYOTA has unveiled the FT-Me concept, a 2.5-metre-long electric two-seater claimed to fit in half a parking space that could preview a rival to the Citroen Ami. The so-called 'micromobility' car is designed for evolving cities that are increasingly unfriendly to traditional vehicles.

"This is an opportunity to provide customers with something a bit different," said Toyota Europe's head of new mobility, Stijn Peeters. "It's more affordable, sustainable, safer, flexible and aspirational."

Peeters added that Toyota is exploring how to put the concept into production: "The FT-Me is a great inspiration to our engineers. We will see if we can make it to market."

Toyota quotes a range of at least 100km (62 miles) and a top speed of 28mph. "Users don't want to be constantly recharging," said Peeters when asked about the battery.

Pick-up and electric Land Cruiser slated for launch

NINE new fully electric cars will be launched by Toyota by the end of next year, including a pick-up and a production version of the Land Cruiser Se concept, shown below.

Three SUVs – the new Urban Cruiser and C-HR+, plus the revised bZ4X (see left) – make up three of the six models that will wear Toyota badges. And at its annual media forum event in early March, the firm showed shadowy silhouettes of three more cars – a pair of larger SUVs and a pick-up truck – due before the end of 2026.

Sister brand Lexus will add two cars to its revised RZ, one to be revealed next month and the other late this year, although Pascal Ruch, vice president of Lexus Europe, hinted that Toyota's premium arm would initially be looking at larger segments for its EVs.

Wraps are off Volvo's b

Richard Ingram

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Saloon sibling for EX90 shares much with SUV, but 800V architecture allows

VOLVO has finally revealed its ES90, a flagship executive saloon car to take on rivals such as the BMW i5, Mercedes EQE and recently launched Audi A6 e-tron.

The fresh model will get a brand-new 800-volt electric architecture that Volvo says will feature a 106kWh (102kWh usable) battery to give a maximum 435-mile range. The maker claims its Twin Motor flagships can charge at up to 350kW, adding 186 miles of range in 10 minutes.

Moving the ES90 to this new architecture meant Volvo had to upgrade every component, from the battery cells and electric motors, to the climate and thermal management systems. But the big news will be the ES90's polarising styling. It gets an almost crossover-like look and a swoopy hatchback-style profile not dissimilar to the Polestar 4 – a car also built under parent company Geely.

The ES90's front is familiar Volvo, with the same headlights, daytime running lights and separate fangs as the EX90. The grille section has been reduced in size for the saloon, with a similar cutout in the lower bumper.

To the side, the ES90 gets a slim glasshouse with a high beltline, giving a kind of faux-crossover vibe. Volvo calls the car a saloon, though, despite a hatchback rear; the boot hinges open from the roof to reveal a 424-litre capacity, or 1,256 litres with the bench down. There's a 22-litre frunk, too.

At the back are more similarities to the EX90, with C-shaped tail-lights and separate elements extending up the steeply raked rear window. This screen is a big talking point, given that the similar-looking Polestar 4 contentiously does without.

The ES90's cabin is all but identical to the EX90's, with the same 14.5-inch central screen, nine-inch digital instrument cluster and head-up display. The main difference is the cleaner centre console; the EX90's tall central tunnel has been replaced by a lower, more open design.

Due to the ES90's electric-specific architecture – plus its five-metre length and 3.1-metre wheelbase – space in the back seats will surpass that offered in its S90 predecessor.

The "luxury" rear seats can each be electrically reclined, while four-zone climate control, a panoramic glass roof and heated seats all round come as standard. Top-spec editions get electrochromatic glass, a 25-speaker Bowers & Wilkins stereo, and laminated side and rear windows.

Three powertrains are being offered in the UK. The base ES90 Single Motor is powered by a 92kWh 'Standard Range' battery that gives up to 404 miles of range. Its rear-mounted e-motor produces 328bhp and 480Nm of torque, propelling the big saloon to 62mph in 6.9 seconds.

Above this is the ES90 Twin Motor, with a 106kWh battery for the headline 435-mile range. The added motor on the front axle boosts the output to 443bhp and 670Nm, which slashes the 0-62mph time to 5.6 seconds.

The final model at launch is the ES90 Twin Motor Performance, with 671bhp and 870Nm – enough for 0-62mph in four seconds flat, and the same 435-mile range. All models have an identical 112mph top speed.

Volvo says the ES90 is designed to "continuously evolve and improve through core computing technology, constant connectivity and data". Its configuration apparently makes it the most powerful Volvo ever in terms of core computing capability.

> **"THE REAR SCREEN IS A BIG TALKING POINT, GIVEN THAT THE SIMILAR-LOOKING POLESTAR 4 CONTENTIOUSLY DOES WITHOUT ONE"**

Of course, being a Volvo, the new ES90 also boasts the "highest level of standard safety features". As well as LiDAR, the car has various cameras, radars and ultrasonic sensors to help it look for and avoid potential collisions.

The ES90 is available to order now, in Plus or Ultra trim, from £69,650 – more than all of the German rivals mentioned earlier, but very nearly £30,000 less than the EX90.

Plus trim is offered exclusively with the Single Motor Extended Range powertrain, while Ultra is available with all three versions, starting from £79,050 and rising to nearly £88,000 for the Performance range-topper.

Production isn't due to start until late summer, however, meaning the first cars probably won't arrive here until late Q1 2026 at the earliest.

OFFICIAL

Front end uses familiar Volvo design cues, while the front and rear lights are similar to those of the EX90

> **"VOLVO'S FLAGSHIP SALOON WILL TAKE ON RIV AS THE BMW i5, MERCEDES EQE AND AUDI A6 E-**

INTERIOR Hatchback (below) opens to reveal 424-litre boot, while ES90 has more rear-seat space than its S90 predecessor. Dash layout is almost identical to EX90's

old new executive car

a range of up to 435 miles

ALS SUCH
TRON

End of the road for estates...

VOLVO will focus on saloons and SUVs, rather than diversify its range to include new estate cars or different bodystyles, its CEO has confirmed.

When asked whether he could see a future without a traditional Volvo estate car, Jim Rowan said: "We need to make a choice. Rather than bring out a [new] V90, for example, are we better to position that car in a slightly different way? So we have the Black Editions, we have the Cross Country editions – we now have different editions of the same base car.

"It's much cheaper, and much more cost effective for us to drive more volume through that same platform and that same form factor," he said.

The news comes just weeks after Volvo UK commercial director Robert Deane suggested it was a mistake to discontinue the V60 and V90 (above), before bringing them back last year.

But Rowan justified his stance, saying: "We're making very conscious choices about where we want to play. Where we're differentiating is with SUVs – nice high ride height, very safe – and we think we can protect that beachhead against the competition. It's much easier than us becoming distracted by too many models."

...but more SUVs on the way

VOLVO is in the midst of expanding its range of EVs, and coming up soon will be the EX60 – a mid-size electric SUV to rival the Audi Q6 e-tron, Porsche Macan Electric and BMW's forthcoming Neue Klasse SUV.

Now, we've been given our first official look at the EX60 during the reveal of the ES90. A brief glimpse under a cover showcased some of the design cues of the new car, hinting it'll continue with the styling already seen on the firm's latest EVs.

We can see Volvo's new rear light signature: a cluster on the rear pillar and a main section on the rear three-quarter – although this element doesn't extend into the bootlid as it does on the EX30 and EX90.

The new car's overall proportions look similar to the current petrol and hybrid-powered XC60's – the car the EX60 will sit alongside when it arrives in 2026. We expect to see the front end use Thor's Hammer LED headlights, plus flush door handles, a blanked-off grille and aerodynamic alloy wheels.

Volvo previously confirmed the EX60 will be the first model built on its SPA3 platform – an evolution of the architecture used by the EX90.

EX60 first seen at unveiling of ES90

Past and present combined in Morgan's new Supersport

Alastair Crooks

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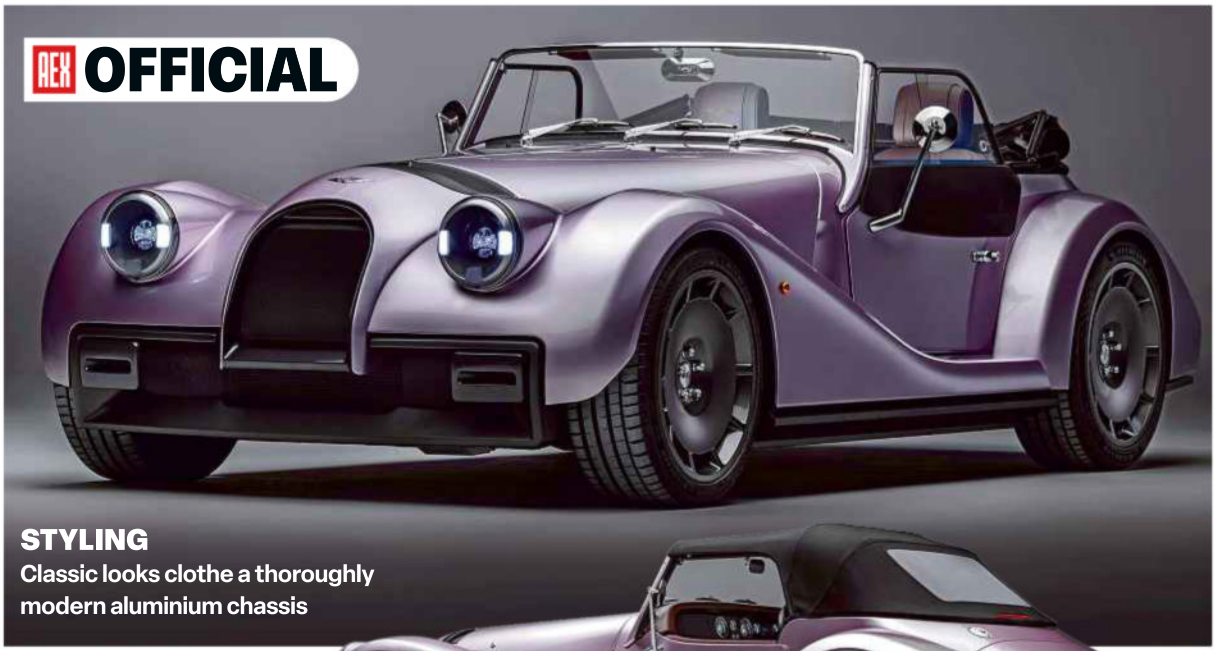
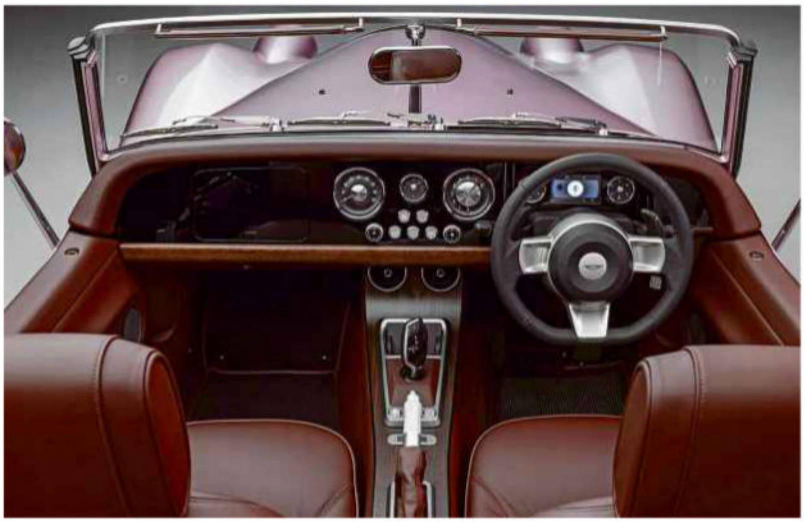
Fresh roadster to replace the Plus Six at the top of the company's range



STYLING
Classic looks clothe a thoroughly modern aluminium chassis



MORGAN doesn't launch a new car all that often, so its Supersport is all the more significant.

A replacement for the Plus Six, the Supersport will sit above the Plus Four as the flagship in the company's range. While the design might look typically Morgan, the car introduces key changes over the Plus Six, including a new aluminium chassis, a modernised interior and more wood than ever.

The Supersport has been redesigned "from the ground up", Morgan says. You can spot details such as larger eight-inch headlights from the limited-edition Midsummer, extra air vents above the front grille, a more curvaceous body and an open rear-end diffuser with new lights.

There are two new wheel designs as well, while other fresh features include easier-to-use bonnet catches, new door hinges and a redesigned 'Morgan' script on the rear. At the end of that hatch are LED lights and twin exhausts, and buyers can also add an optional aluminium luggage rack.

The Supersport can come with a soft-top or a hard-top, but these are interchangeable and both can be specified on a single car. The mohair soft-top comes in a variety of colours, while the carbon-fibre hard-top matches the body colour. The Plus Six's removable 'sidescreens' that mount on top of the doors have been retained, with the structure improved to offer better fitment and sealing.

The dash layout is familiar from the Plus Six, but there's a new slot ahead of the gear selector, where you can wirelessly charge your smartphone.

Thanks to a new platform, the car is "more refined, capable and balanced, whilst retaining the undiluted Morgan driving experience", the firm says.

The Supersport also benefits from a revised steering set-up, new front and rear anti-roll bars, and fresh wishbones, springs and dampers.

"THE NEW CAR INTRODUCES SOME KEY CHANGES OVER THE PLUS SIX"

However, the BMW-sourced powertrain – a 335bhp 3.0-litre twin-turbocharged six-cylinder engine, linked to an eight-speed automatic transmission – is unchanged. We're told the Supersport's 0-62mph time will be almost identical to the Plus Six's, which stands at 4.3 seconds.

The regular Supersport will set you back £102,000, but if you want to add the soft-top or hard-top, it'll cost £105,500 – or £107,500 for both. The car is available to order now, with first deliveries expected later this year.

Roland-Garros offered in four colours

Game, set and match to special-edition Renault 5

THE new Renault 5 has been a smash hit for the French firm – and the new Roland-Garros special edition hopes to bolster its popularity even more.

Taking its name from the venue of the French Open tennis tournament, the new car has just gone on sale here in the UK, costing from £29,995.

Four paint finishes will be available for the special edition – Arctic White, Midnight Blue, Diamond Black and Shadow Grey – and the Roland-Garros also gets a contrasting metallic black roof plus 18-inch black alloy wheels and the tournament's logo on the front doors.

Inside, there's light grey upholstery and the dense weave is inspired by sports clothing. The backrests of the front seats have Roland-Garros logos embossed on them, while running across the satin-metal dashboard is a strip displaying the name "Roland-Garros Paris".

Unlike other Renault 5s, the new special edition doesn't come with the option of the 118bhp electric motor and smaller 40kWh battery. Instead, the new edition has a 52kWh battery and a 148bhp motor, which allow up to 252 miles of range and a 7.9-second 0-62mph time.

FIRST DRIVE

PROTOTYPE We tested the GLC alongside Merc engineers in northern Sweden

We take to the wheel of Merc's electric GLC

Kyle Fortune

THE charge is still on at Mercedes, with its biggest-selling model last year set to make the switch to battery power in 2025.

And we secured an early drive of a prototype GLC with EQ Technology, which is based on the EV-specific MB.EA platform.

Mercedes is remaining tight-lipped about the specifics, but we understand that there will be rear-wheel-drive and all-wheel-drive (4Matic) versions, the former using a motor driving the rear axle, with the 4Matic also gaining a front motor with de-coupling tech.

We rode in and drove the 4Matic model, with two motors, the combined output being around 360kW, or a touch over 482bhp. That's enough to make the GLC feel brisk, even when being driven on snow with winter tyres, as we found out when we joined Mercedes engineers in Sweden.

However, at the wheel what impresses us the most is not the performance, but the feel. The steering seems more responsive than in many electric cars, while the brake pedal – so often a weak point in electric vehicles – feels natural and progressive; Merc's new braking system combines the functionality of a traditional set-up into a compact module that juggles the stopping power via recuperation and the friction brakes to very good effect.

The optional air suspension does a fine job of managing the GLC's mass, while rear-wheel steering aids manoeuvrability at low speed and stability at high speed.

There's decent space inside, too; the GLC isn't taller or wider but it has had a stretch in the wheelbase, to the benefit of cabin space, particularly in the rear, where there's a lot more room for adults.

Boot space will likely be the same as in the ICE version, although the GLC BEV gets under-bonnet storage of around 100 litres, and will be able to tow up to 2,400kg.

ESSENTIALS

Mercedes GLC with EQ Tech

Price: TBC **On sale:** Late 2025

Powertrain: 94.5kWh battery, 2x e-motors

Power/torque: 482bhp/TBC

Transmission: Two-speed automatic, four-wheel drive

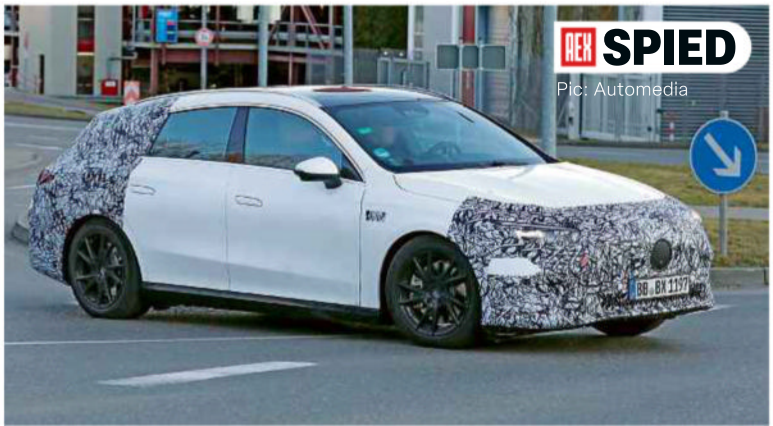
Range: 400 miles

Charging: 320kW, 10-80% TBC

VERDICT

MERCEDES has applied lots of tech developed for its EQXX record-breaking EV test car to its big-selling SUV. The result is the promise of good range, fast charging and plenty of space and performance, although we'll have to wait until later this year to see if the GLC can deliver.

SPIED



Pic: Automedia

CLA Shooting Brake caught on test

THIS is our first look at the new Mercedes CLA Shooting Brake, the more practical estate car version of the imminent CLA saloon.

The striking profile is very similar to the old Shooting Brake, with a rounded nose and rear end, pop-out door handles and swooping roofline that should all help reduce drag and boost efficiency. Mercedes' new mild-hybrid set-up, destined for the CLA, pairs a compact 1.5-litre four-cylinder petrol engine with a 27bhp e-motor and dual-clutch auto. It will allow pure-electric driving at speeds of up to 62mph. An all-electric model is on the way, too.

"THE A390 WAS GREAT FUN TO DRIVE IN THESE EXTREME, LOW-LIMIT CONDITIONS"

Alpine A390 sport fastback is "quicker than the A110 R"

Ellis Hyde

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Alpine's first electric SUV will feature a striking, athletic design and a tri-motor powertrain previewed by last year's A390_ß concept

THE all-new Alpine A390 will be unveiled on 27 May, as the French performance brand prepares to take on the Porsche Macan Electric with an electric five-seat 'sport fastback' it says will be even sharper to drive than its featherweight petrol sports car, the A110.

Alpine is boldly calling the A390 a "true five-seater sports car," and says it's working to ensure it can deliver the level of performance and agility customers will expect from the brand, which until now has focused on sports cars and hot hatches.

We've been told the A390 will be quicker than the A110 R – which means it should cover the 0-62mph sprint in well under four seconds.

The new Alpine will be available with a tri-motor powertrain – using one motor on the front axle and two at the rear – that could deliver up to 600bhp, all-wheel-drive traction and active torque vectoring to boost agility through the corners. A less potent dual-motor version will be offered as well, we've been told.

The French firm has been putting the new tri-motor set-up through its paces in the north of Sweden. It's also been refining the A390's five drive modes, with its Track setting apparently "dedicated to more sporting endeavour".

The car sits on the AmpR Medium platform (previously known as CMF-EV) – the same EV architecture used by the Renault Scenic and Nissan Ariya family SUVs. But as well as the new tri-motor set-up, Alpine will be making numerous tweaks such as a wider track and larger brakes.

The A390's athletic silhouette was previewed by the A390_ß concept, shown last year. At the front, the new SUV will sport a full-width light bar that connects two clusters of triangular lights. The brand calls the lighting signature Cosmic Dust, because it's supposed to evoke a comet passing through our atmosphere. The same feature has also been used for the tail-lights.

Blades sculpted into the bonnet are designed to improve airflow over the car, and its 'micro-perforated' grille should guide air towards the intakes on either side of the bumper to create a curtain of air along the sides.

The A390 measures 4,615mm long, 1,885mm wide and 1,532mm tall, which means it's smaller than the Porsche Macan EV and closer in size to the Cupra Tavascan and Ford Capri.

WE'VE DRIVEN IT

Sam Jenkins

WE'LL still have to wait a while to test the A390 in the UK, but our time in a prototype on a frozen lake in Swedish Lapland provides good insight into what to expect. What you certainly shouldn't expect is a driving experience akin to the A110, but Alpine is keen to stress that it has made changes to each and every element of the underlying platform to maximise performance and engagement.

The steering feel and feedback can't match that of an A110, but the use of two motors on the rear axle allows for torque vectoring, which makes the A390 considerably more capable than its smaller, single-motor, Renault 5-based A290 relative.

It's only a limited experience, but in these extreme low-limit conditions the A390 was great fun to drive, with near-perfect weight distribution, a low centre of gravity and Alpine-specific suspension all contributing to intuitive handling.

A dedicated Track mode tells the stability systems to step back and let the driver make the decisions; unlike most modes of this kind, it allows for full control over power, making it truly adjustable on the throttle – on ice at least.

"EXISTING EV OWNERS ARE BEING URGED TO RE-TAX THEIR VEHICLES NOW, AT NO CHARGE FOR THE YEAR AHEAD"

The expensive car supplement will be applied to many new EVs from next month

EV sales forecast to surge in run-up to April's VED changes

CAR makers are predicting a spike in EV take-up this month, as buyers seek to avoid steep hikes in the cost of road tax (Vehicle Excise Duty/VED) for EVs, when the electric car exemption ends in April.

The VED changes and expensive car supplement will add £2,125 to the cost of ownership of an EV costing more than £40,000, payable over the first six years after registration, and is seen as a significant disincentive to faster growth in the EV sector. The industry has already credited a sales spike in February to buyers rushing to avoid April's road tax rises, with the month's EV registrations boosted by 41.7 per cent year on year to 21,244 vehicles.

"Relative to the rest of the market, EVs are disproportionately affected as higher production costs mean the average EV retails above the expensive car surcharge threshold, which remains unchanged since its introduction in 2017," the Society of Motor Manufacturers and Traders (SMMT) said when registration figures for February were revealed last week.

These showed a one per cent year-on-year decline for total registrations. "The introduction of this measure also risks disincentivising the used market as well as the new, impeding a faster, fairer transition," the SMMT added.

Existing owners are also facing the end of the road for the VED exemption for electric cars, and are being urged to re-tax their vehicles now, at no charge for the year ahead. A quirk of the VED system means owners can opt to reset their annual renewal date to this month by applying for 12 months' road tax now, even if they've still got weeks or months of their existing tax left to run. Doing so will mean skipping the £195 standard rate for up to a full year. EV owners who wait to re-tax a vehicle first registered after 31 March 2017 will be liable to pay VED at the standard rate from April.

Better news for EV drivers is that there are now more than 75,000 public chargers in the UK, according to Zapmap, which says February showed growth of 32 per cent year on year.

Zapmap said the 75,000th charger was one of eight new units – including four ultra-rapid 350kW chargers – installed by Ionity at the Village Hotel in Bristol, close to the M4, M5 and M32. The firm says the milestone "reflects the encouraging growth of the country's chargepoint infrastructure", pointing to strong growth in the ultra-rapid segment (chargers with an output of 150kW or more), which it reckons has seen installations rise by 84 per cent since the end of February last year.

It's not just higher-powered charger numbers increasing, though, with Zapmap suggesting that strong growth will continue this year across all types of public-charger installation, including low-powered units.

"EV OWNERS WHO WAIT TO RE-TAX A VEHICLE FIRST REGISTERED AFTER 31 MARCH 2017 WILL PAY VED AT THE STANDARD RATE FROM APRIL"

Every Bigster is available in a choice of six paint colours

New Dacia Bigster offered from £141 a month on PCP

DACIA'S largest SUV, the Bigster, is now on sale in the UK. Through the brand's finance offers, you can get the car on a two-year PCP deal from £141 a month with a deposit of £6,249. The Bigster Hybrid can be had from £299 a month on a four-year PCP deal with a deposit of £4,604.

The Bigster range begins with Expression trim (£24,995), which brings a 10.1-inch central screen with wireless Apple CarPlay and Android Auto connectivity, plus there's a seven-inch digital instrument display. All models also come with dual-zone air-conditioning, a 40:20:40 split-fold rear bench, a reversing camera, and 17-inch alloy wheels.

Above Expression sits Journey trim, starting at £26,245. The range-topping Extreme model – aimed more at buyers with an active, outdoors lifestyle – costs from £26,495.

Ford set to end production of the Focus after 27 years

As with Mondeo and Fiesta, no Focus successor is planned

PRODUCTION of the Ford Focus will end in November this year, Auto Express can confirm – 27 years after the first generation of the family hatchback was launched in 1998.

The news follows the axing of the Mondeo and Fiesta in 2022 and 2023 respectively, as Ford focuses its attention on launching new electric cars in Europe. In a statement to Auto Express, the company said: "The Focus has been an important part of the Ford family in Europe for over 20 years, and we are deeply grateful for the loyalty and passion our customers have shown for this iconic vehicle."

At the time of writing, it appears that the brand is still taking orders for hatchback and Estate versions of the Focus, as well as the Focus ST hot hatchback.

REVEALED M
ADVISORIE

LIGHTING AND ELECTRICAL ISSUES ACCOUNT FOR ONE QUARTER OF MOT ADVISORIES, FOLLOWED BY SUSPENSION AND TYRE PROBLEMS

Tom Jervis

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FAULTY lights and electrical equipment make up one in four MoT advisories – that's according to exclusive new data from Auto Express's MoT checker service and likely to cause some concern given that we recently conducted a survey that found nearly one in six people ignore their advisories.

While a quarter of advisories involve lighting and electronics, which could be the result of things like a failing battery or clouded headlights, one in five advisories are related to a car's suspension system. This is only deemed of 'major' concern roughly 22 per cent of the time, though.

However, while an issue with a car's tyres is only the third-most common reason for an advisory to be issued, this is deemed 'dangerous' almost 60 per cent of the time; the minimum tyre tread depth in the UK is 1.6mm and going below this can seriously compromise a car's ability to grip the road and/or slow down.

Defects or wear on a car's braking system account for only 16 per cent of all MoT advisories issued, but it's the second-most common element to be considered as 'dangerous', with this being the case on almost a third (29 per cent) of occasions.

Interestingly, there have been virtually no recorded instances of speedometer issues or seatbelt installation concerns in the past four years – something that may be the result of cars moving over to digital gauge clusters and seatbelts having been a compulsory requirement on all new cars since 1983.

ONE IN SIX IGNORE THEIR MOT ADVISORIES

THE Auto Express survey of more than 500 people found almost one in six (15 per cent) of drivers tend to ignore MoT advisories, with roughly half saying they act and fix things immediately. The rest instead discuss matters and seek advice from the experts at the garage.

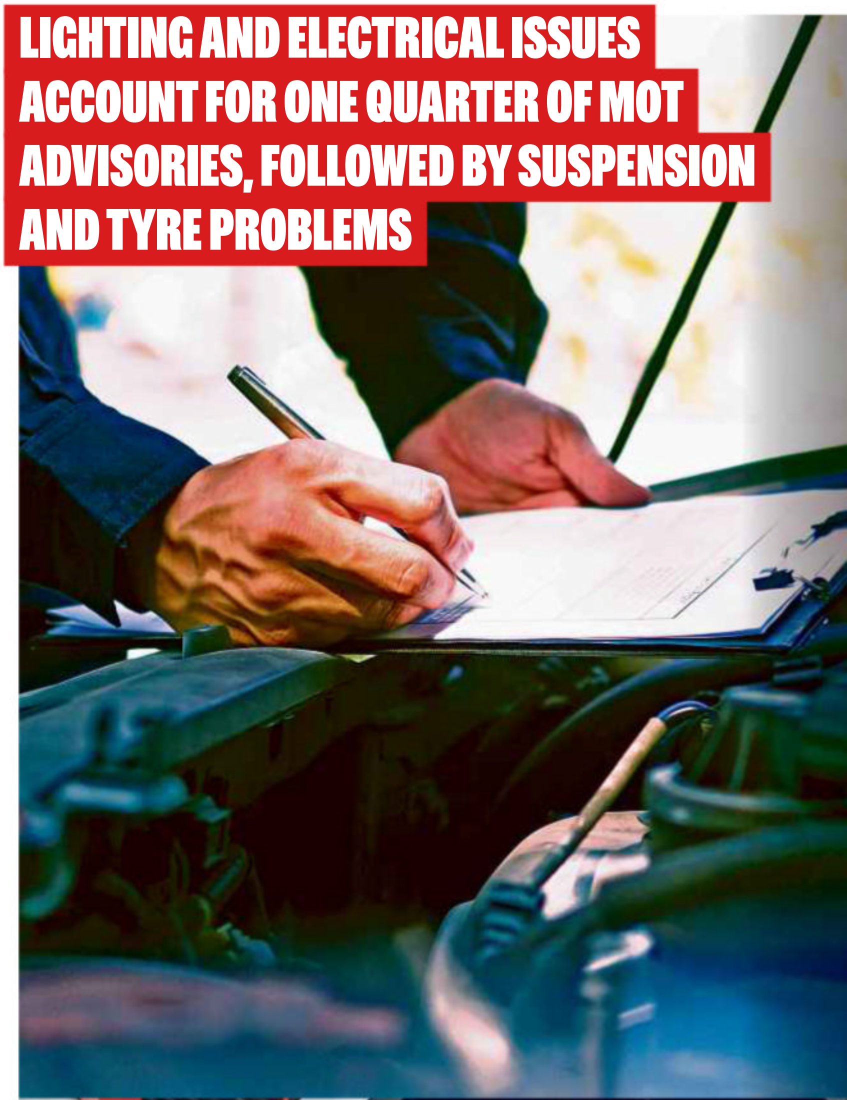
Speaking exclusively to Auto Express, director of the Independent Garage Association (IGA), Jonathan Douglass, said: "Consumers using the services of garages operating within the independent sector can expect good, clear communication, highlighting which advisory issues are urgent, and which can be monitored and addressed when necessary."

Douglass explained these conversations are about "helping drivers understand the risks, so they can make informed decisions about maintaining their vehicles in a safe and cost-effective way".

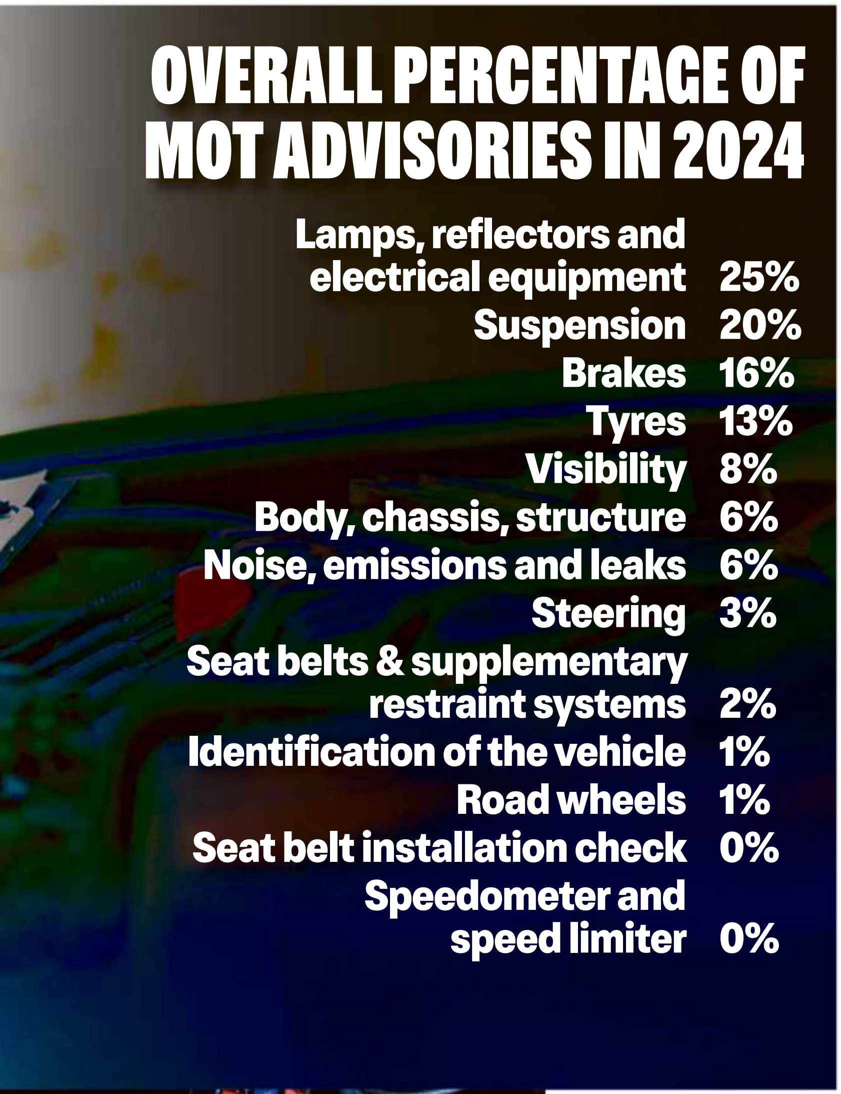
The IGA is currently pushing for an increase in the existing MoT price cap, which has been set at £54.85 for cars and light commercial vehicles since 2010. Prior to an upcoming discussion with the Minister for Future Roads, Lilian Greenwood, the IGA's chief executive, Stuart James, laid out in a statement how the long-running fixed fee "coupled with inflationary pressures and additional costs outlined in the recent autumn budget, creates an unsustainable environment for many independent garage businesses."

JONATHAN DOUGLASS Director, Independent Garage Association

> "DRIVERS GET HELP TO UNDERSTAND THE RISKS, SO THEY CAN MAKE INFORMED DECISIONS ABOUT MAINTAINING THEIR VEHICLES IN A SAFE AND COST-EFFECTIVE MANNER"



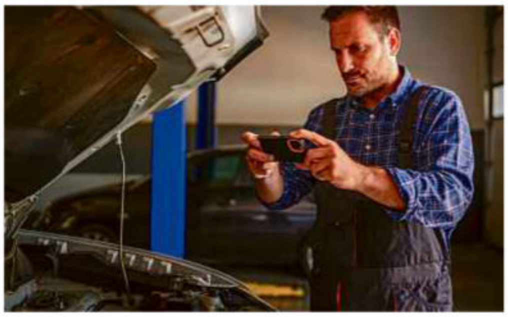
MOST COMMON MOT
S THAT 1 IN 6 IGNORE



OVERALL PERCENTAGE OF MOT ADVISORIES IN 2024

Lamps, reflectors and electrical equipment	25%
Suspension	20%
Brakes	16%
Tyres	13%
Visibility	8%
Body, chassis, structure	6%
Noise, emissions and leaks	6%
Steering	3%
Seat belts & supplementary restraint systems	2%
Identification of the vehicle	1%
Road wheels	1%
Seat belt installation check	0%
Speedometer and speed limiter	0%

WARNINGS Advisories are issued for vehicles that pass the MoT test, and draw attention to issues that need to be addressed before they cause more serious problems



EVIDENCE The DVSA's website allows only fresh images of vehicles to be uploaded by testers, rather than those taken elsewhere

NEW TRIAL AIMS TO CUT MOT FRAUD... BY TAKING PICTURES

MOT testers may soon have to take pictures of your car at MoT time, with a trial getting under way to try to limit the number of fraudulent pass certificates.

According to the Driver and Vehicle Standards Agency (DVSA), around 80 per cent of MoT fraud centres on the issuing of so-called 'ghost MoTs'. This is when an MoT tester issues a pass certificate for a vehicle that has not even been tested.

As well as being illegal, the practice could put road users at risk if potentially dangerous vehicle faults are not picked up, and cars that would otherwise be barred are kept on the road with a fake MoT certificate.

The trial, launched in February, so far involves only a small number of MoT test stations. It requires testers to take a picture showing the entire vehicle in the test bay, and upload images to the official MoT website. Images should include all of the front or rear of a vehicle, and the number plate must be clearly visible. Images have to be taken at the time of the test, and the upload technology will prevent stored pictures being used.

"We know that ghost MoT [tests] account for nearly 80 per cent of all fraudulent MoTs, making it a clear area for us to tackle," said the DVSA in an official statement.

"Knowing if a vehicle is where it should be at the time of test should reduce the number of MoTs carried out when the vehicle isn't present.

"Potentially, both authorised examiners and DVSA will be able to see the images stored against the test record, and this will help all of us to crack down on fraud.

"THE TRIAL REQUIRES TESTERS TO SHOW THE VEHICLE, INCLUDING THE NUMBER PLATE, IN THE TEST BAY"

AUTO EXPRESS

FIRST FOR DRIVES

24 **VOLKSWAGEN TAYRON**
Verdict on new mid-sized SUV

28 **BMW X3 M50**
Twin-turbo hybrid gets 392bhp

30 **ISUZU D-MAX**
Fresh face and tech for pick-up

> "The Q5 sticks with a sophisticated yet understated look that's peppered with styling cues from the A5"

Audi Q5

FIRST DRIVE Third-gen premium mid-sized SUV brings more interior space and refined hybrid tech

Ellis Hyde

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THE Audi Q5 was the brand's biggest-seller globally last year – and by a long way, with nearly 300,000 examples finding homes, despite the outgoing model having been launched in 2016 and last updated in 2020. Now it's the all-new Q5's turn.

Of course, other key players in this class – including the BMW X3 (driven on Page 28), Mercedes GLC and Lexus NX – have also been refreshed over the past few years, while the Volvo XC60 kicked off 2025 with an extensive facelift. Although the design of the X3 is more divisive than ever these days, the Q5 has stuck with a sophisticated, dynamic, yet understated look that's peppered with some styling cues borrowed from the closely related Audi A5 saloon and estate.

However its siblings' tech-centric interior design has been carried over wholesale. The focal point is what Audi calls the Digital Stage, which is a curved panel that incorporates the 11.9-inch Virtual Cockpit driver's display and a 14.5-inch central touchscreen.

They're both high-resolution OLED panels that deliver stupendous black levels, and are incredibly sharp and responsive. The very slick infotainment system includes loads of menus and sub-menus for you to adjust various functions, right down to the front and rear lighting signature.

Navigating them can be very distracting on the go, but there are on-screen shortcut buttons and the climate controls are permanently displayed along the bottom of the touchscreen. Better still, on the centre console is a proper shortcut button to a customisable menu with toggle switches to deactivate key driver-assist functions.

Range-topping models also feature a separate 10.9-inch passenger screen, which allows whoever is riding shotgun to control the media.

There are three trim levels – Sport, S line and Edition 1 – and standard kit includes 19-inch rims, those dual displays, heated leather seats, three-zone climate control, ambient lighting, a powered tailgate, full LED lights and an extensive suite of safety kit, including a 360-degree parking system.

Overall, the Q5's interior looks incredibly impressive and premium, and we really liked the cream upholstery in our test car, which made the cabin feel extra spacious. Everything feels very solid, although there's a fair amount of plastics, and some do feel cheap. For instance, there are three or four different plastic colours and finishes on the doors alone. Meanwhile the steering wheel gets haptic feedback panels, rather than physical buttons. These look sleek and modern, but aren't as nice to use and proved annoying during our drive, because we often had the radio suddenly coming on after merely grazing one of the buttons.

The latest Q5 is bigger than its predecessor, and has a longer wheelbase, in order to provide more cabin space. Rear legroom is adequate for six-feet-tall adults and headroom is generous. However the large transmission tunnel takes up a lot of foot space, so you will struggle to seat three adults across the back row.

If you've got a young family, the two sets of rear Isofix child-seat mounting points have black plastic covers that make them easy to access. And on all but the base model, the rear seats can be reclined or slid forward, depending on whether you need to prioritise passenger comfort or luggage capacity.

It's not all good news, though. Boot space has shrunk from 550 litres to 520. That's on a par with the Lexus NX, but the latest BMW X3 has a 570-litre capacity, while buyers can cram 620 litres of stuff into the Mercedes GLC. At least there's no load lip on the Audi boot, and there is enough space underneath the floor to store the parcel shelf, which is rather handy.

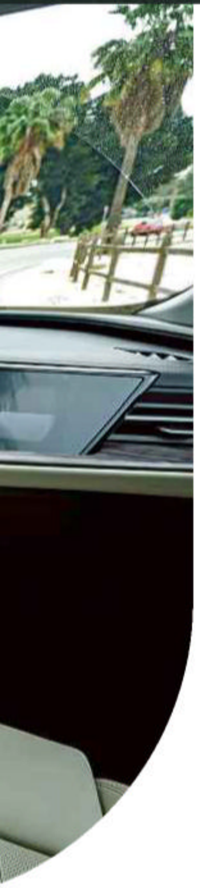
The Mk3 Q5 sits on a new Premium Platform Combustion (PPC), something else it shares with the latest A5, and the brand claims it's achieved

ESSENTIALS

Audi Q5 Sport TFSI quattro

Price: £50,730
On sale: Now
Powertrain: 2.0-litre 4cyl petrol MHEV
Power/torque: 201bhp/340Nm
Transmission: Seven-speed dual-clutch automatic, all-wheel drive
0-62/top speed: 7.2 seconds/140mph
Economy/CO_2: 40.4mpg/159g/km
Size (L/W/H): 4,717/1,900/1,662mm

INFOTAINMENT
High-resolution 14.5-inch central screen is responsive, with intuitive menus. There are also shortcut buttons and always-on controls for the ventilation settings



"Audi's MHEV Plus system is at its best at low speeds, where the Q5 can trick you into thinking you're in an EV"

"a noticeable increase in comfort" thanks to its "optimised suspension and steering".

We can't say definitively to what extent refinement or ride comfort has improved on the Q5 at this stage, because the international launch for the car took place in Spain – where the sun is almost always shining and the roads are generally a lot smoother than ours. Plus, every Q5 we tested rode on the optional adaptive air suspension.

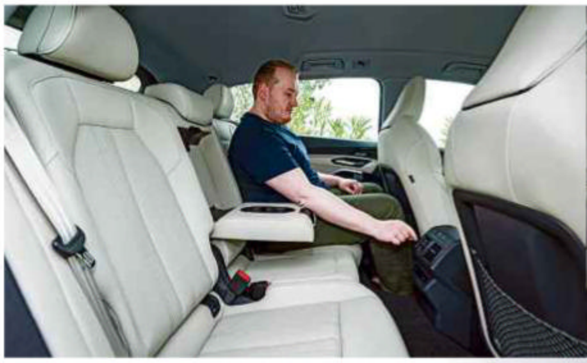
As well as the new underpinnings, all Mk3 Q5s feature hybrid assistance of some sort. Plug-in hybrid powertrains will join the line-up later this year, and offer more than 50 miles of pure-electric range. Meanwhile the 2.0-litre four-cylinder TFSI petrol and TDI diesel engines, plus the 3.0-litre twin-turbo V6 in the spicier SQ5, are equipped with Audi's latest 48-volt 'MHEV plus' system.

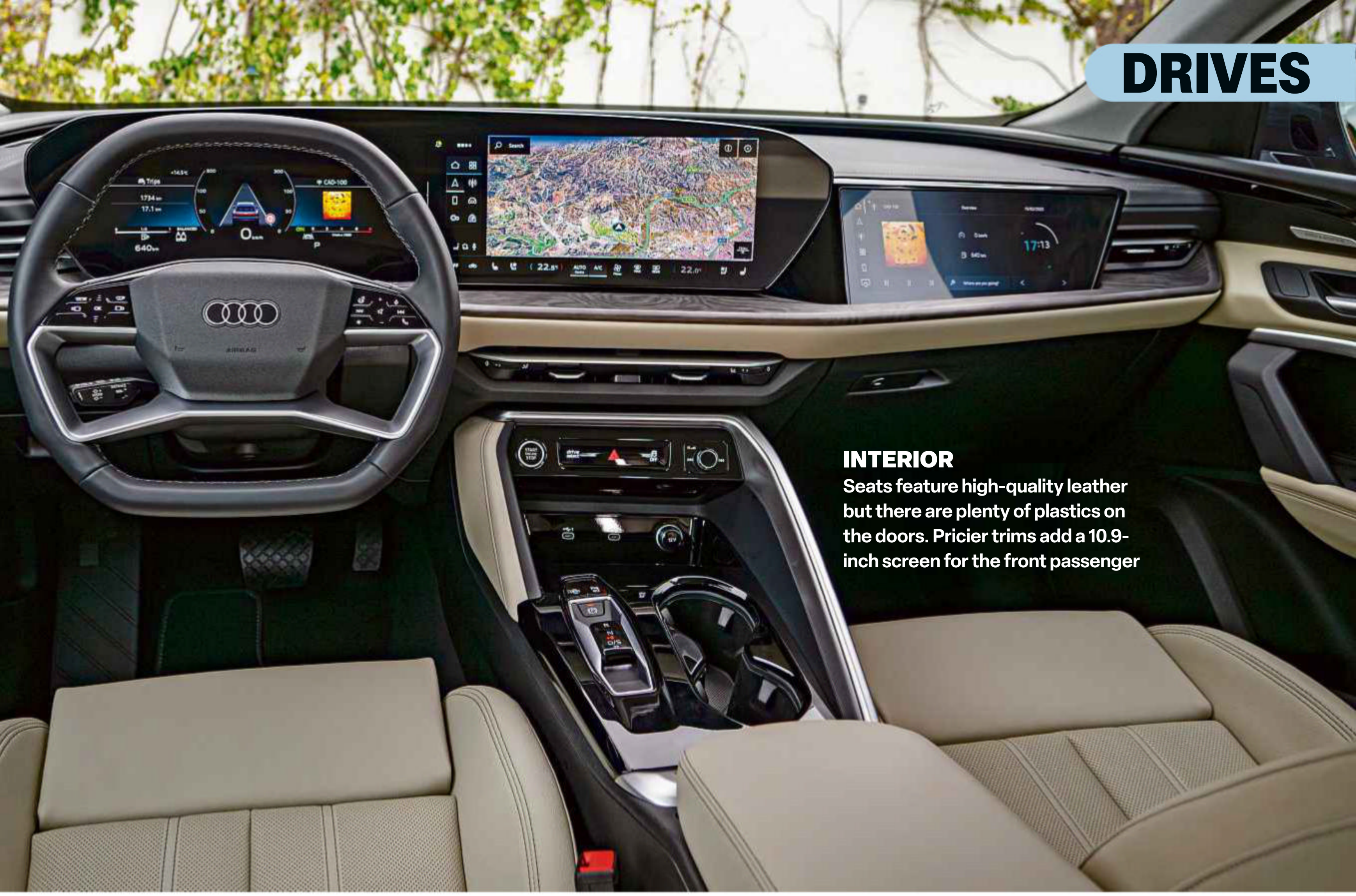
It uses an electric motor capable of producing 24bhp and 230Nm of torque, and is powered by a 1.7kWh battery. The set-up not only provides a small boost in performance and efficiency, but also allows for short bursts of pure-electric driving and can recuperate up to 25kW under braking.

The technology shines around town, when the Q5 can silently coast with the engine off, and trick you into thinking you're driving a plug-in hybrid or even an electric car at times. The regenerative

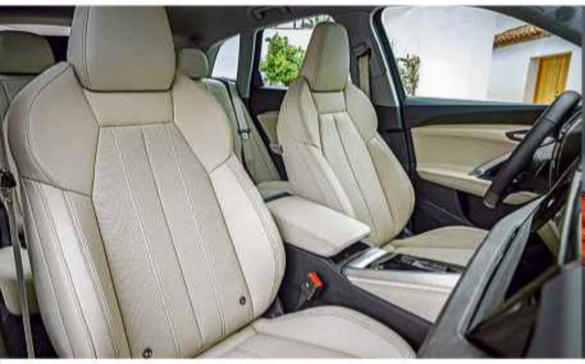
DIMENSIONS

The Mk3 Q5 has a longer wheelbase than its predecessor, which benefits passenger room, although the hump in the floor gets in the way of feet. Isofix points are easy to access





INTERIOR
Seats feature high-quality leather but there are plenty of plastics on the doors. Pricier trims add a 10.9-inch screen for the front passenger



BOOT
It's smaller than most key rivals', but there's no loading lip and the parcel shelf can be stored beneath the floor when you need to fold the split rear seats for extra capacity

braking system also gradually slows the car, but doesn't offer one-pedal driving as with some EVs.

The Q5's progressive steering system is great at low speeds, making manoeuvring this 4.7-metre-long SUV easier than you might expect. The huge windows and rear screen provide a great view out, while the standard-fit 360-degree camera system comes in handy in tight situations.

At higher speeds, the progressive steering becomes slower and helps the Q5 feel more stable as you cruise on the motorway. The ride is very comfortable, with a noticeable amount of road noise being the only intrusion during our test.

However, the entry-level 201bhp petrol engine's acceleration feels a lot slower than advertised. Put your foot down to join the motorway, and the motor sounds thrashy. We much prefer the diesel engine, which gets the same 201bhp, but 400Nm of torque. Low-down grunt is much better and the extra pull makes the car feel significantly quicker and less strained, plus the mild-hybrid system means you glide along with the engine off in town.

At least both engines are paired with a seven-speed dual-clutch automatic transmission that shifts smoothly. Plus given that this is an Audi, there's also quattro all-wheel drive.

The Q5 has always focused on comfort and refinement, and this latest iteration is no different. It's composed on twisty roads and is predictable for the most part, right up until the nose runs wide when cornering very hard.

Prices start from £50,730, placing the Q5 between the X3 that starts at under £50k and the GLC, priced from nearly £53k. However, the NX, a three-time Auto Express award winner, undercuts them all by starting from nearly £44k. The more rakish, coupé-esque Q5 Sportback costs £2,500 more than the equivalent, regular SUV.

VERDICT ★★★★☆

THE new Audi Q5 is a soothing car to drive, and ideal for long motorway journeys, although the latest hybrid technology also makes it surprisingly well suited to negotiating town centres, largely in silence. But while the interior looks fantastic, quality could be better in places and key rivals are more practical. We much prefer the diesel engine over the noisy, lacklustre petrol unit that chips away at the Q5's otherwise impressive levels of refinement.

Volkswagen Tay

Alastair Crooks

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THE Volkswagen Tayron has been available in other markets for some time, but now the second generation has been brought to the UK to replace the Tiguan Allspace. It borrows plenty from the new Tiguan, but offers up to seven seats – a unique feature in Volkswagen's SUV range.

Prices kick off at just under £40,000, with the most powerful R-Line versions costing a little over £50,000. You can expect to pay a premium of around £5,000 for the Tayron over its Tiguan sibling.

As with many other VWs, the Tayron range kicks off with Life trim and includes 18-inch alloys, LED exterior lights, VW's Park Assist Plus system and a rear camera, plus twin screens with integrated sat-nav, adaptive cruise control, ambient lighting and wireless smartphone charging – all as standard.

Next is Match trim, priced from around £44,500, and adding two panoramic sunroofs, an electric bootlid with gesture control, keyless entry, tinted windows and silver roof rails. Match comes only on the plug-in hybrid, so Elegance trim is cheaper (around £42,500), despite having more standard kit, including 19-inch alloys, heated and massaging front seats, a wider array of ambient lighting, cornering lights and entry or exit illumination.

R-Line focuses on a sportier design, and from around £42,800 this adds 20-inch wheels, more aggressively styled bumpers and sport seats, although it does away with the panoramic roof. The R-Line Edition is the top-spec trim and comes with a unique set of 20-inch rims and that glass roof, plus all the goodies found on lower specs.

The Tayron's powertrain line-up is similar to the Tiguan's, with an entry 148bhp 1.5-litre mild-hybrid petrol offered in every trim level bar the Match and R-Line Edition. There are also two 2.0-litre petrol units with 204bhp or 262bhp, plus 4MOTION all-wheel drive. Diesel power is offered in 148bhp 2.0-litre TDI guise with a seven-speed automatic transmission and front-wheel drive.

Despite losing the option of seven seats, the two plug-in hybrid options (with either 201bhp or 268bhp) are expected to be the biggest-selling models here in the UK. Both feature a 1.5-litre four-cylinder petrol engine and a six-speed dual-clutch transmission, paired with a hybrid system that consists of an electric motor and a 19.7kWh battery pack. The Tayron PHEV can cover 75 miles

ESSENTIALS

Volkswagen Tayron 1.5 TSI eHybrid Elegance

Price: £46,880 **On sale:** Now

Powertrain: 1.5-litre 4cyl petrol PHEV, 19.7kWh battery, 1x e-motor

Power/torque: 201bhp/250Nm

Transmission: Six-speed automatic, front-wheel drive

0-62/top speed: 8.6 seconds/130mph

Range: 72 miles

Economy/CO2: 614.4mpg/10g/km

Size (L/W/H): 4,792/1,853/1,668mm

ron

FIRST DRIVE As the only SUV in the brand's line-up to offer seven seats, the Tayron essentially replaces the Tiguan Allspace

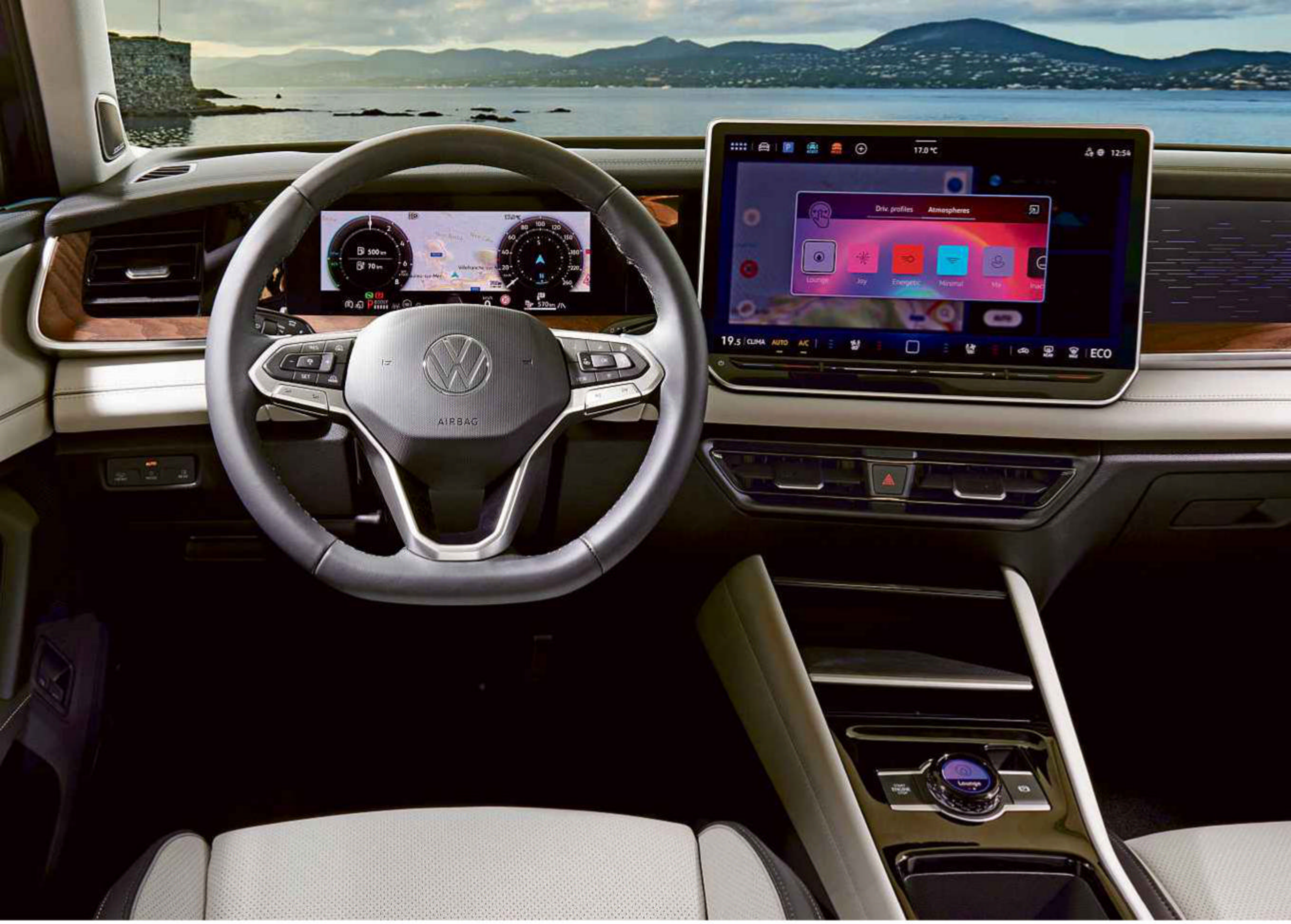
"Tayron's suspension is softer than Tiguan's, because the larger SUV is more family focused"

AT THE WHEEL Standard-fit acoustic glass makes for a hushed cabin, while every model gets ambient lighting inside, plus a twin-screen set-up. Elegance trim brings heated and massaging front seats

on electric-only power with a maximum available recharge rate of 40kW.

Being based on the heavily updated MQB Evo platform, the Tayron also comes with optional dual-valve adaptive dampers, as well as the next generation of VW's progressive steering and XDS virtual limited-slip differential technology.

Volkswagen has also tweaked the Tayron's suspension to be softer than its 'all-rounder' Tiguan counterpart's, because the larger SUV with its optional seven-seat layout is designed to be a more practical, less sporty, family-focused model. But with the same architecture and powertrains as the



> **"Interior practicality is where the Tayron is a more tempting product than the Tiguan"**

DRIVE
With a softer set-up than its Tiguan sibling, the Tayron focuses effectively on comfort and rides smoothly at motorway speeds

Tiguan, you'd expect a similar driving experience. We thought the Tiguan's ride should focus more on comfort when we drove it last year. And while the Tayron's body bobs around with sharp steering inputs, as you'd probably expect of a jacked-up SUV with a high centre of gravity, speed bumps and large potholes are dealt with easily.

There's a degree of chassis control in flowing corners and the adaptive damping system has a broad range of adjustability.

Once you're up to motorway speeds, the VW settles down well, managing to smother most imperfections in the road effectively. Standard-fit acoustic glass means wind and road noise is pretty hushed. Refinement is fairly dependent on what engine you choose though; the 1.5-litre eTSI mild-hybrid doesn't feel too stressed or grumbly, whereas the diesel is a little noisy. Although silent in EV-only mode, the plug-in hybrid's petrol unit doesn't cut in and out smoothly, either.

The Tayron PHEV in its lower-powered 201bhp guise can serve up 696mpg according to official figures; in the real world we achieved close to 100mpg after a mix of petrol and electric running. The more powerful PHEV scores a little worse according to VW, at 625.9mpg, although we suspect there won't be much between them in daily driving. You'll want to keep the plug-in hybrid Tayron charged up regularly, not just to maintain decent fuel efficiency, but also because the 45-litre fuel tank is pretty small; non-PHEV Tayrons get a 55-litre tank instead. Handily, there's a fairly quick (for a plug-in hybrid) 40kW recharge rate, allowing for a 10 to 80 per cent top-up in 26 minutes.

Interior practicality is where the Tayron is a more tempting product than the Tiguan, and in some respects the Touareg, too. Of course, neither sibling offers seven seats, either. That version of the Tayron uses a sliding middle row to make access to the rear two seats pretty easy, and you can pull those middle seats forward with one hand.

Adults can fit in the third-row seats at a push, with a decent amount of headroom but not much legroom; those in the middle seats will have to sacrifice their knee space to accommodate rear passengers. The VW's second row can also fold in a 40:20:40 split, with adjustable backrests and Isofix child points on the outer seats. A neat feature for middle-row occupants is the central armrest, which includes two cup-holders and a tablet holder.

Boot space is up to 885 litres in the five-seat model, or 850 litres for the seven-seater with the rearmost bench folded away. In full seven-seat

TAYRON
WOB TY 26E

INTERIOR
Basic layout (left) is essentially the same as in Tiguan, with a 12.9-inch central screen that can be upgraded to a 15-inch display. PHEV model is five-seat, but we also drove a seven-seat petrol (above) and its boot is still usable with all in place

PRACTICALITY
Second row of seats folds and slides in 40:20:40 split, and the backrests' angles can be adjusted. Five-seat version's boot capacity is up to 885 litres

mode, the boot space is still rated at 345 litres – about the same as you'd find in many superminis. Amazingly, all of these figures trump those of the Skoda Kodiaq, which has between 725 and 640 litres of space, or 340 litres with all three rows up.

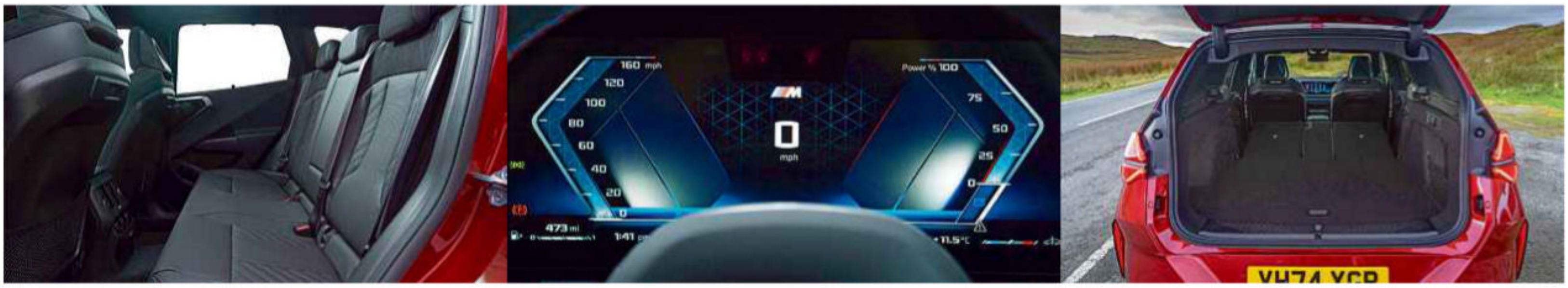
You might expect the Tayron's cabin to mirror the Tiguan's, but VW has added a unique dash element that adds a ridge from one side to the other. The centre console, steering wheel, dashboard displays and doors are all taken from the Tiguan, though.

Overall quality is good, but there are some small gripes. One of the cars we tested had a wood trim on the dash that looked good from afar, yet felt a little flimsy. The base Life trim also gets a rather dull silver and black colour scheme inside. Other than that, the Tiguan comes with plenty of solid surfaces and premium-feeling materials.

VERDICT ★★★★☆

THE new Tayron only really makes sense as a seven-seater, which means the five-seat plug-in hybrids instantly lack appeal. It's far from the greatest SUV to drive, but if your focus is how many people you can fit in, then this is unlikely to matter. The Tayron provides an appealing step between the Tiguan and Touareg.

> "BMW's 3.0-litre engine has some help from a couple of turbochargers and a chunky mild-hybrid system"


160 mph
120
100
80
60
40
20
0
0
mph
Power % 100
75
50
25
0
473 mi
YH74 XGR

INTERIOR Rear-seat space is very good, although the transmission tunnel impacts foot space for the centre seat. A 570-litre boot capacity is decent, but the mild-hybrid's battery eats into the under-floor storage

BMW X3 M50

FIRST UK DRIVE German manufacturer ups the ante with performance version of its latest mid-range SUV

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HOVERING somewhere around the middle of BMW's SUV range, it can be a little tough to stand out from the crowd. But the brand's new X3 M50 might just be one worth looking out for.

The fresh X3 that was launched late last year seems to tread a fine line between being subtly styled, yet with enough individuality not to melt into a sea of rivals. While the M50's design additions are limited to unique 21-inch wheels and four exhaust pipes, these add just enough muscle.

BMW's 3.0-litre six-cylinder petrol engine has some help from a couple of turbochargers and a chunky mild-hybrid system. Peak power is rated at 392bhp, with 580Nm of torque that together will send the M50 from 0-62mph in 4.6 seconds. It's relatively fuel-efficient considering the performance on offer, with a combined MPG figure of around 36mpg that's just about achievable on longer runs. But without a plug-in hybrid system, the 177g/km CO$_2$ figure isn't friendly to company-car buyers.

On the road, the MHEV system smooths out the engine's low-speed operation. The engine fires up and switches off almost imperceptibly, and while there's little in the way of e-motor driving, you'd never know if the petrol unit was on or off. Give the throttle a prod and it will emit a growl which sounds mostly natural, even if it's not.

But outright refinement at higher speeds isn't so impressive, because the tyres and road noise create quite a racket. Our test car had the optional 21-inch wheels and tyres, which likely didn't help, yet it's good to know that the ride quality is less affected by the large wheels. Our car was also fitted with the optional adaptive dampers, which do a good job of tightening the body control, but we'd stop short of calling the X3 M50 engaging.

Instead, it's more of a point and shoot SUV, due to the firepower available. In the Comfort or Eco modes, the eight-speed gearbox can be a little sluggish, but Sport does a great job of changing the M50's attitude, making it feel much more responsive. It's then that the mild-hybrid system also gets involved, with the e-motor adding extra torque to help fill in the gaps left by the turbo.

"On the road, the M50's MHEV system smooths out the engine's low-speed operation"

Aside from a few oversights in material choice, the cabin is generally wonderful. The dual-screen system has been seen in BMWs for years now, yet the set-up doesn't feel old. The displays are also large, clear and generally easy to navigate.

While there are almost no dials or switches on the dashboard, the centre console features the usual BMW control panel that houses plenty of key functions. These include a clickwheel for the iDrive system, plus driver mode controls, parking assist functions and a quick menu for the driver aids.

Our car's dash was finished in an optional woven fabric which adds texture, but generally speaking the interior feels like a step forward in cabin design. Yet it also still feels BMW-like, thanks to the curve of the screen and driver-orientated controls. The driving position has lots of adjustment, and while the dashboard itself is quite high, the seats extend upwards to give a good view out.

Our car featured the upgraded Nappa leather interior, plus a few option packs that included a fixed glass roof. But with or without these toys, the cabin certainly feels worth the price tag, high though it is. The only miss is some of the plastics used around the door handles feels a little flimsy, but these are merely niggles rather than deal breakers.

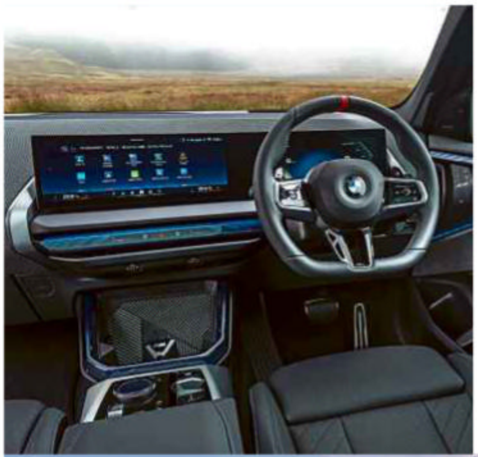
Space in the back is also very good, although the transmission tunnel impacts foot room for the centre passenger. The 570-litre boot volume is decent for the class, and the square space has clever features, such as hooks and tie-down places. There's not much under-floor storage, due to the bulky mild-hybrid battery eating into space.

There's a lot to like about the X3 M50, despite the high price. If a new Porsche Macan EV and Mercedes-AMG GLC 43 don't appeal, there's a lot of room left for the M50 to occupy – until Audi's closely matched new SQ5 arrives this spring.

ESSENTIALS

BMW X3 M50

Price: £68,480 **On sale:** Now
Powertrain: 3.0-litre six-cylinder turbo, MHEV
Power/torque: 392bhp/580Nm
Transmission: Eight-speed automatic, all-wheel drive
0-62/top speed: 4.6 seconds/155mph
Efficiency: 36.2mpg
CO$_2$ emissions: 177g/km
Size (L/W/H): 4,755/1,920/1,660mm



INTERIOR While physical controls on the minimalist dashboard are at a premium, the overall quality of the BMW's cabin is very high

VERDICT ★★★★☆

THIS high-spec BMW X3 finally feels like a well executed, cleverly designed and premium product in the way former generations haven't. Yes, the M50 variant is expensive, but it's backed up by an impressive powertrain and a sophisticated driving experience that lifts it above its rivals. Aside from Audi's new SQ5, which we'll need to test alongside it, the BMW has rivals from AMG and Porsche licked.

Isuzu D-Max

FIRST DRIVE Revised Japanese pick-up is safe, capable and well equipped, but it could do with a bit more power

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THE Isuzu D-Max is one of a handful of competitors in the pick-up truck market, but it's unique in that it's the only model that the Japanese company sells in the UK. It's been available in its current guise since 2021, but the firm has given it frequent updates to keep up with rivals such as the Toyota Hilux and Ford Ranger.

For 2025, Isuzu has added a subtly revised front end with new air intakes that help airflow around the front wheels, plus a tweaked bonnet line and new lights. At the back are another set of new lights and a redesigned tailgate, while inside there's a more user-friendly infotainment system measuring eight inches across, or nine inches in the V-Cross model tested here. The twin-camera ADAS system has been upgraded with wider viewing angles to improve the response of the safety systems, too, while a Rough Terrain switch optimises the truck's electronics for slippery conditions, irrespective of whether you're in two or four-wheel-drive modes, or have engaged low or high-range gears.

The entire D-Max range uses the same 162bhp, 1.9-litre, four-cylinder turbodiesel, while buyers have the choice of manual or automatic six-speed transmissions. A very short first gear is helpful when you're towing, but can be a bit of a frustration at other times, because the manual gearbox has a vague shift and you have to change up as soon as you pull away – it's entirely possible to treat second gear as first if you're unladen. The auto is much smoother, but it can be a bit slow to react, especially when pulling out from junctions.

The engine itself is reasonable, thanks to a torque figure of 360Nm, but rivals offer more pulling power. It's quite noisy, too, and because it delivers its maximum output higher in the rev range than some, you end up having to work it hard – which you notice because of the increase in noise and vibration.

The transmission has an 'on-the-fly' 4WD switch, so you don't need to stop before swapping from two to four-wheel drive, although you do have to come to a halt and put the gearbox into neutral before you can select low-range gears. The rear differential lock only engages in low-range mode at speeds below 5mph, while the Rough Terrain mode is selected via a button on the dashboard.

ESSENTIALS

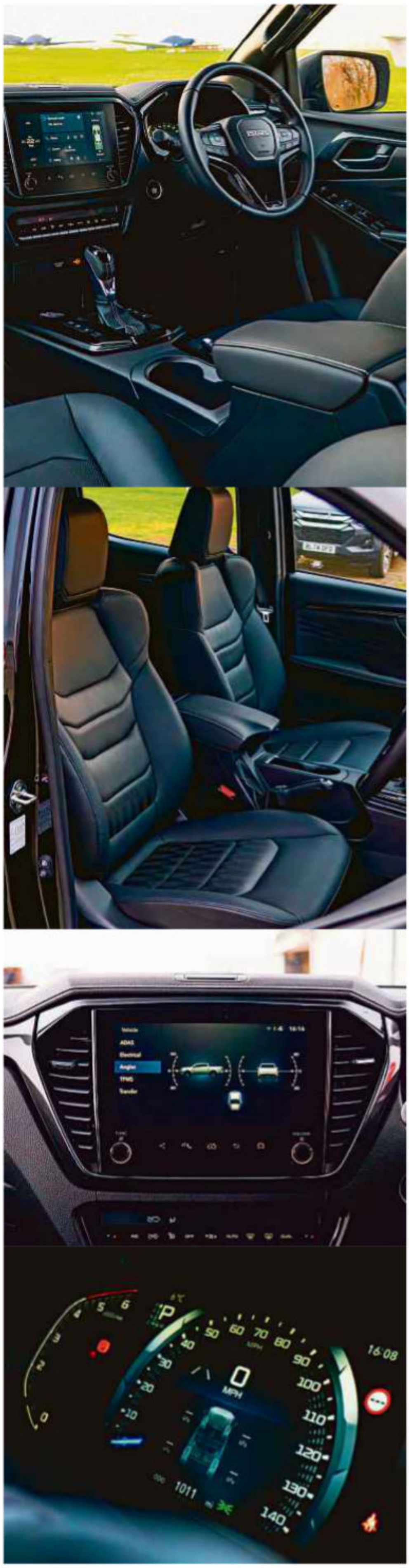
Isuzu D-Max 1.9D V-Cross auto

Price: £39,995 **On sale:** Now
Powertrain: 1.9-litre turbodiesel
Power/torque: 162bhp/360Nm
Transmission: Six-speed automatic, selectable four-wheel drive with low range
0-62mph: 13.0 seconds
Economy: 30.7mpg
CO2: 241g/km
Size (L/W/H): 5,280/1,870/1,790mm

Together, these mechanical and electronic systems help the D-Max deliver impressive off-road performance. We tried the truck on an off-road course consisting of wet, slippery clay, and even on cross-climate tyres (Isuzu will offer all-terrain tyres as an accessory) we struggled to get stuck. The electronics work smoothly, while the steering, throttle and brakes boosted confidence.

On the road, the D-Max is a step behind the class leaders for comfort. The latest updates haven't changed the powertrain, and that means that while the higher-spec variants are the most comfortable in the line-up, there's more bounce and noise than in a Ranger or Volkswagen Amarok. The D-Max's safety systems work well, though, and aren't too intrusive.

New for 2025 is a revised infotainment screen that measures eight inches across, although the V-Cross gets an upgraded nine-inch display. This



INTERIOR Revisions for the latest D-Max include a new digital instrument display and a much-improved central touchscreen

OFF ROAD
D-Max is very impressive away from Tarmac, but it can't match the comfort of the class leaders on the road

> **"We tried the truck on a course consisting of soft, slippery clay and struggled to get stuck"**

STYLING TWEAKS
New front bumper allows better cooling for the brake discs, while revised grille and front and rear lights complete the visual enhancements

is better laid out than before – where the DAB and AM/FM radio channels were separated on the old screen, they're in the same place now. The system has Android Auto and Apple CarPlay – which is handy because sat-nav isn't included – while there's a range of screens that show you off-road performance, including pitch, yaw and steering angles.

Standard kit ranges from practical to SUV-like, depending on the model you choose. The Utility does what it says on the tin, with a functional cab full of hard plastics and durable fabrics, although one concession to luxury is the addition of the eight-inch touchscreen, so there's Bluetooth smartphone connectivity. The DL20 edition adds heated seats, a leather-trimmed steering wheel, alloy wheels and interior carpets, while the DL40 has LED headlights, front and rear parking sensors, leather, keyless entry and starting, dual-zone climate control and a seven-inch digital dashboard. The V-Cross has the larger touchscreen, heated door mirrors, an eight-speaker stereo, extra USB-C ports and dark grey exterior trim.

The Double Cab's bed measures 1,520mm long and there's a payload of up to 1,110kg, depending on trim, although all versions can carry more than a tonne in the back. If you want to tow, then it offers 3.5 tonnes of braked pulling capacity, and there are plenty of accessories to choose from, including load covers and hard-tops for the pick-up bed, roof bars, frames and cargo rails.

AEX VERDICT ★★★★☆

A LONG warranty and generous standard kit make the Isuzu D-Max an appealing proposition, and constant revisions have helped it keep up with rivals – just about. Its off-road ability is good, too, but the solitary 1.9-litre diesel engine is short of power when compared with class leaders. It isn't as well mannered as its rivals on the road, either.

25 THINGS YOU NEED TO KNOW ABOUT F1 IN 2025

This year marks the 75th anniversary of Formula One; we list the top things you need to know ahead of the season

LEWIS TO FERRARI
Sir Lewis Hamilton will be hoping to give the Tifosi plenty to cheer about

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IT'S "lights out, and away we go!" with the 2025 Formula One season kicking off in Melbourne, Australia, this weekend. The pinnacle of motorsport promises plenty of action and a close title race for what is the end of this generation of grand prix cars. To give you the lowdown of what to expect, we've drawn up a list of the 25 things you need to know about this latest F1 championship.

1. HAMILTON AT FERRARI

THIS is the one everyone's been waiting for: Sir Lewis Hamilton is now in red, racing for Ferrari. While some have wondered whether the 40-year-old seven-time world champion still has it in him, Hamilton has said that he's "really enjoying" his time behind the wheel of the works Ferrari; both he and teammate Charles Leclerc have been setting some of the fastest lap times during pre-season testing, making the most iconic team in the sport one of this year's championship favourites.

2. 75 YEARS OF FORMULA ONE

YES, 2025 marks three quarters of a century since the first F1 race was held at Silverstone in 1950. A lot has changed since then, with the calendar more than tripling in length (24 vs seven races), a third of the number of teams now vying for position (10 vs 30) and the average age of each driver on the grids having dropped by more than 10 years (27 vs 39).

3. FINAL YEAR OF REGULATIONS

THIS is the last year of the current regulations, which have been in place since 2022. Next year, new rules will see a focus on plug-in hybrid powertrains, and a smaller, more nimble chassis. There will also be a more comprehensive DRS feature called 'X-mode', as well an energy-boost system, similar in effect to the KERS system of old.

4. NEWEY TO ASTON MARTIN

ADRIAN Newey is perhaps one of the biggest superstars off the F1 grid, having designed some of the most successful F1 cars of all time. He had a hand in Nigel Mansell and Damon Hill's championship-winning Williams, as well as Mika Hakkinen's 1998 and 1999 title-winning McLarens. Newey has been at Red Bull since 2006, designing cars that drove the likes of Sebastian Vettel, Mark Webber and Max Verstappen to drivers' and constructors' titles. This latest move to Aston Martin could bring the British outfit to the front of the pack, although Newey is expected to offer only minimal input in 2025, instead focusing on next year's car.

5. 24 GRAND PRIX WEEKENDS

THIS year's race calendar is absolutely jam-packed, with 30 races over 24 grand prix weekends. That

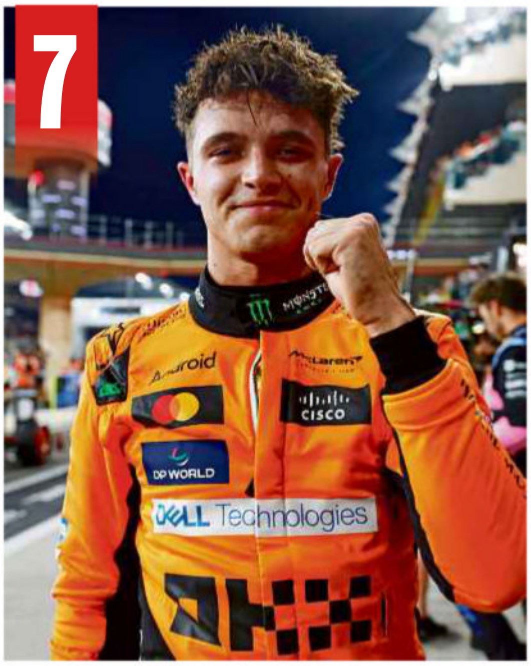
DRIVER WELLBEING

“COOLING VESTS CAN NOW BE WORN UNDERNEATH RACE SUITS. THE TEMPERATURE IN AN F1 COCKPIT CAN REACH UP TO A SWELTERING 70 DEGREES”

F1 LEGO Danish toy company LEGO has a range of Formula One kits, including 2024’s McLaren MCL38

ADRIAN NEWEY

“THIS LATEST MOVE TO ASTON MARTIN COULD BRING THE BRITISH OUTFIT TO THE FRONT OF THE PACK, ALTHOUGH NEWEY IS EXPECTED TO OFFER ONLY MINIMAL INPUT IN 2025, INSTEAD FOCUSING ON NEXT YEAR’S CAR”



equals last year’s record for the greatest number of races in a single F1 season, with 2025 once again featuring six sprint races, this time in China, Qatar, Belgium and Brazil, plus Miami and Austin in the US.

6. IMPROVED DRIVER WELLBEING

THE FIA has raised the minimum weight for an F1 car, but not for the reason you might think; the sport’s governing body has actually introduced new items to improve the wellbeing of drivers. Cooling vests can now be worn underneath race suits which, as their name suggests, should stop drivers getting too hot – the temperature in an F1 cockpit can reach up to a sweltering 70 degrees. A higher minimum weight limit should also mean less focus on reducing body weight for taller drivers.

7. NORRIS EYEING FIRST WORLD CHAMPIONSHIP

BRITISH driver, McLaren number one and 2024’s championship runner-up, Lando Norris, will be eyeing up his first-ever world driver’s championship title after narrowly missing out to Red Bull’s Max Verstappen last year. The 25-year-old racer, who picked up his first grand prix win last year, has said: “I’ve made my mistakes and, at the same time, I’ve learned a lot... I believe I’m a good enough driver and I’ve got everything it takes.”

7. CLAMPDOWN ON PROFANITY

IT’S lucky ex-Hass boss Gunther Steiner isn’t an F1 driver (if you know, you know) because the FIA has introduced rules banning swearing. Repeated offences can result in a fine, as well as a deduction of championship points. Perhaps a little more Orwellian is that drivers are also not permitted to criticise the FIA (the sport’s governing body) – a decision that has received widespread criticism.

9. LEGO AND HOT WHEELS HOP ON THE MERCH TRAIN

LOOKING to capitalise on the recent influx of younger Formula One fans (not to mention passionate supporters, such as ourselves), both LEGO and Hot Wheels have released models of last year’s championship contenders. Danish company LEGO’s array of F1 merchandise is vast, with detailed sets of classic cars from across the ages in its Icons series, individual Speed Champions sets for each of the 10 teams on the grid, and even Duplo sets for the youngest of fans. American firm Hot Wheels has also joined in on the fun with single, five-pack, and even premium collector sets available. ▶

10. AN EXCITING MONACO GRAND PRIX?

F1 cars are growing larger and the streets of Monaco aren't getting any wider, which has led to the iconic race being regarded as boring given the lack of overtaking opportunities. To spice things up, the FIA has placed a new restriction on this particular grand prix, stating that drivers must make at least two pit stops during the race, which should open up room for under and overcuts – pitting for tyres on a different lap to your rival in order to try to gain a position.

11. ONLY TWO TEAMS MAINTAIN DRIVER LINE-UPS

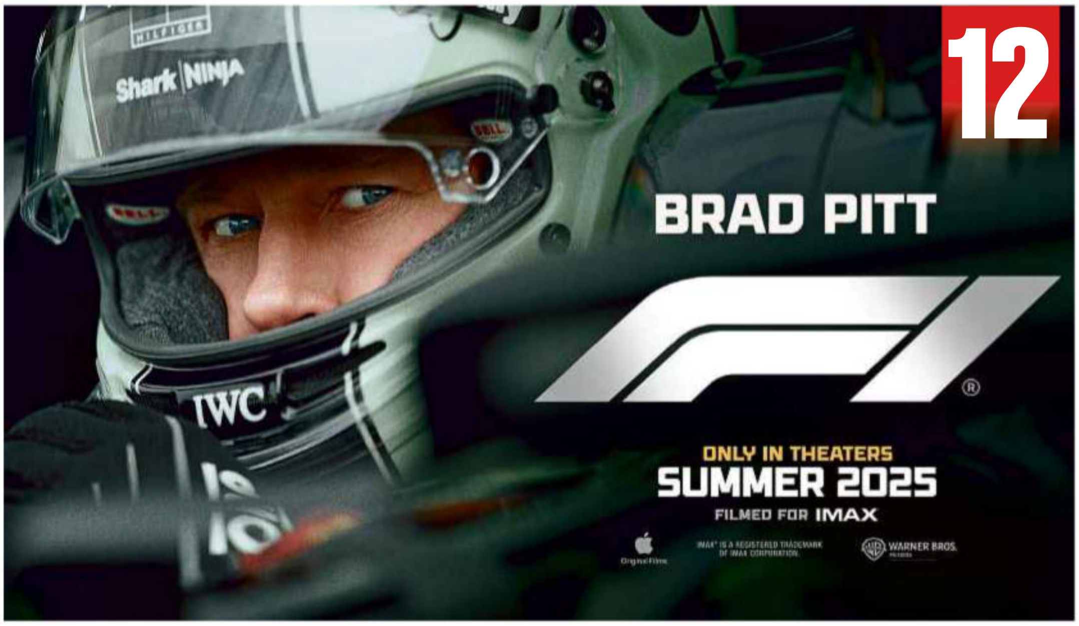
THE conclusion of last year's race calendar meant it was all-change on the F1 driver market, with only McLaren and Aston Martin maintaining their driver line-ups from 2024. Some teams, notably Haas and Sauber, have two new drivers for this year, meaning there will be a big focus on team dynamics at the beginning of the season.

12. F1 MOVIE

PRODUCED by Lewis Hamilton and directed by Joseph Kosinski of Top Gun: Maverick fame, an F1 movie is due to arrive this summer. It stars Brad Pitt as a veteran driver, returning from retirement to mentor a rookie racer. The film has an emphasis on live action, with the likes of Pitt driving rebodied Formula 2 cars. A large portion of the movie was filmed across the 2023 championship season.

F1 MOVIE

> **"THE FILM HAS A HEAVY EMPHASIS ON LIVE ACTION, WITH BRAD PITT DRIVING REBODIED FORMULA 2 CARS FOR THE ACTION SCENES"**



13. NO MORE BONUS POINTS FOR FASTEST LAP

WHAT has been deemed by many as a somewhat 'pointless point offering', the bonus point for the fastest lap in a GP race, has been removed for this year. This is largely because it didn't reward overall race pace, instead simply allowing any driver in the top 10 with a decent pit stop gap to come in, throw on a set of fresh tyres and do a quick blast towards the end of the race to snatch the extra point.

14. NEW HEAD HONCHOS AT ASTON MARTIN AND KICK SAUBER

IT'S not only the drivers playing musical chairs; both Aston Martin and Kick Sauber are now headed up by new team principals. Aston CEO Andy Cowell heads up the British outfit, replacing Mike Krack, who is now 'chief trackside officer'. Perhaps more interestingly, the new head honcho at Kick Sauber is ex-Ferrari team principal Mattia Binotto, who will lead the F1 mainstay through its transformation into the Audi works team next year.

MATTIA BINOTTO
Ex-Ferrari boss Mattia Binotto will mastermind Kick Sauber's 2025 campaign

15. TOUGHER TESTS ON WING FLEXIBILITY

FLEXIBLE carbon-fibre wings have long been used by teams to essentially reduce drag on the straights, while maintaining the necessary downforce during slow-speed corners. But the FIA has strangely imposed tougher restrictions on how much bend and flex is allowed. Yet this won't, for some reason, be in place at the beginning of the season; stricter tests on wing flexibility won't be enforced until the Spanish Grand Prix in June, likely due to long lead times on producing new parts.

16. MOST ROOKIES ON THE GRID SINCE 2013

IT'S the debut season in F1 for six different drivers. Brazilian Formula 2 champion, Gabriel Bortoleto, steps into the empty seat for Kick Sauber, while runner-up Isak Hadjar joins the Racing Bulls. Kimi Antonelli takes the place of Lewis Hamilton at Mercedes, and Aussie Jack Doohan joins Pierre Gasly at Alpine after making his debut outing in the 2024 Abu Dhabi Grand Prix. Liam Lawson gets the prized second seat at Red Bull, having the enviable task of being champion Max Verstappen's teammate. Elsewhere, 19-year-old Essex boy Ollie Bearman has secured a drive at Haas.

17
HUGO
VISA
HONDA
Cash App

WHAT'S IN A NAME? Red Bull's junior team will be known as Racing Bulls this season, which is much less of a mouthful than its full title

17. YET ANOTHER NAME CHANGE FOR THE RED BULL JUNIOR TEAM

RED Bull's junior team has once again undergone a name change, now being called the Racing Bulls. Its full title is more confusing than that, with the outfit officially known as: Visa Cash App Racing Bulls F1 Team – something that was heavily joked about during Formula One's 75th season opening event.

18. FIRST EVER SEASON LAUNCH EVENT – F1 75 LIVE

THIS year marked the first time F1 held a big season launch event, with the spectacle taking place in London's O2 arena. Hosted by comedian Jack Whitehall, the evening was a tad flashy for some, although it did give us our first glimpse of this year's contenders. All of F1's biggest stars were there, with Whitehall jabbing at Verstappen and George Russell's rivalry, and the audience greeting Red Bull principal, Christian Horner, with a barrage of boos.

21
FORMULA 1
DRIVE TO SURVIVE
SEASON 7

DRIVE TO SURVIVE SEASON 7

> **"THIS LATEST SEASON BRINGS THE SAME GLAMOUR AND EXCITEMENT WE'VE COME TO EXPECT"**

19. A FUTURE RETURN TO THE HOWLING V10 ERA?

THE next set of regulations will bring a heavier emphasis on hybrid power, with 50 per cent of a car's output coming from the electric motor. But FIA president Mohammed Ben Sulayem has also displayed his support for F1 returning to using V10 engines, with the current six-cylinder units being criticised for their lack of visceral sound. "We should consider a range of directions, including the roaring sound of the V10 running on sustainable fuel," Sulayem said, a sentiment that's generally supported by fans.

20. ANOTHER MULTI-TEAM CHAMPIONSHIP FIGHT

LAST year's championship race was perhaps the biggest blockbuster F1 has had in years, with McLaren clinching its first constructor's title since 1998. It's not just the teams that were close; it was also rather neck-and-neck for the driver's trophy. This year is expected to be much the same, with Ferrari, McLaren, Red Bull and even potentially Mercedes battling it out for supremacy.

21. DRIVE TO SURVIVE SEASON 7

NETFLIX'S seventh season of Drive to Survive landed at the beginning of March. Following all the drama, including Hamilton's bold move to Ferrari, politics at Red Bull and the story behind McLaren's momentous drive towards its first championship win in more than a quarter of a century, this latest season brings the same glamour and excitement we've come to expect of the series, which has introduced a new generation of fans to the sport.

TECH DEVELOPMENTS

> **"EVEN AT THE BEGINNING OF THIS LATEST SEASON, WE'RE ALREADY SEEING SEVERAL INTERESTING QUIRKS OF EACH CAR"**

22. SOME FAMILIAR FACES IN THE PADDOCK

THEY may not occupy F1's hottest seats, but there will still be lots of familiar faces back in the paddock for 2025. Valtteri Bottas has made a surprise return to Mercedes as the team's reserve driver, while Zhou Guanyu and ex-Sauber Driver, Antonio Giovanazzi, are on the bench for Ferrari. Long-time F1 fans will also recognise Stoffel Vandoorne, who returns as a back-up driver for Aston Martin.

23. GOODBYE 10 TEAMS, HELLO CADILLAC

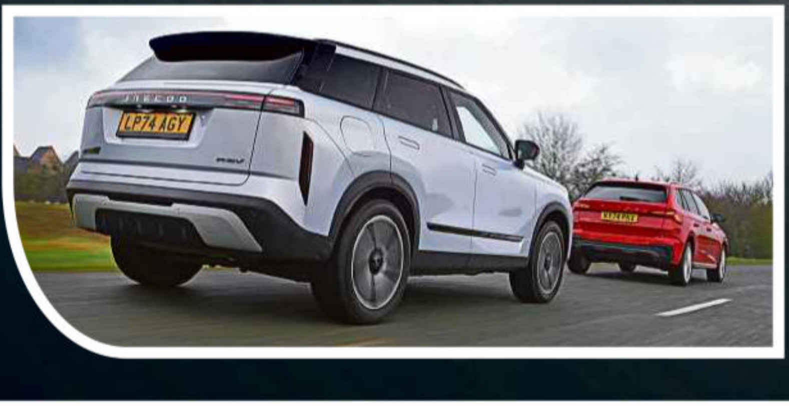
SINCE 2015 F1 has maintained a solid line-up of 10 teams, but this will be last season when that's the case. The grid will expand in 2026 to 11 teams with the arrival of Cadillac. Set to utilise Ferrari powertrains for the first few years while GM develops its own units, Cadillac will be headed-up by ex-Virgin Racing and Marussia boss, Graeme Lowdon. It will be based at Silverstone, as well as at parent firm Andretti Racing's new HQ in Indiana, US.

24. INTERESTING TECH DEVELOPMENTS

AS has been the case for a very long time, the race on the track is not the only one going on in Formula One; it's important not to forget the developmental race being fought by each team's engineers. Even at the beginning of this latest season, we're already seeing several interesting quirks of each car, such as a variety of intricate winglets on the Kick Sauber, Red Bull-style sidepods and pull-rod front suspension on the Ferrari, plus a mysterious duct on the nose of the Mercedes. McLaren, on the other hand, is very keen for us (and more importantly, the competition) not to see some of the revelations on its car, blocking photographers each time they try to take a closer look.

25. VERSTAPPEN FACING A RACE BAN

MAX Verstappen may be Formula One's reigning world champion, but the Dutchman isn't immune to penalisation, having accrued a total of eight points on his FIA Super Licence towards the end of last season. Verstappen said he would "manage the situation", because collecting 12 points over the first few months of the 2025 championship could see him facing a race suspension – something that could potentially cost him a fifth driver's title.



> “JAECOO AIMS TO DELIVER A C-SEGMENT-SIZED SUV FOR B-SEGMENT MONEY, AND PACK IT WITH IN-CAR EQUIPMENT ”

EASTERN

The Jaecoo 7 is the latest Chinese car to arrive in the UK. The brand hopes its extra spa

ESSENTIALS

Jaecoo 7
1.6T DCT Deluxe

Price: £29,435
Powertrain: 1.6-litre 4cyl turbo petrol, 145bhp
Transmission: Seven-speed auto/fwd
0-62mph: 10.3 seconds
Test efficiency: 27.4mpg
Official efficiency: 37.7mpg (WLTP)
Emissions/annual VED: 169g/km/£190

Skoda Kamiq
SE L Edition 1.5 TSI DSG

Price: £30,695
Powertrain: 1.5-litre 4cyl turbo petrol, 148bhp
Transmission: Seven-speed auto/fwd
0-62mph: 8.3 seconds
Test efficiency: 43.8mpg
Official efficiency: 47.9pg (WLTP)
Emissions/annual VED: 132g/km/£190

Pete Gibson & Otis CLay

PROMISE

ce will appeal to buyers of smaller SUVs, such as the Skoda Kamiq it's facing in this test

JAECOO 7 vs SKODA

Upmarket newcomer challenges down-to-earth Czech model

ON the face of it, luxury and value for money are two concepts that go completely against one another. Rarely will someone quaff a bottle of vintage champagne while considering it excellent value for money. And in a real sense, it would sort of miss the point if such things were more keenly priced.

With cars, the definition of luxury is harder to pin down. Yes, lots of leather and wood can make a model feel special, but the latest and most pampering in-car tech, along with endless interior space, can have a similar effect for some buyers, and obtaining these things needn't be too costly.

That's where Jaecoo, a fresh name in the UK car market, comes in. Its new 7 model aims to deliver a C-segment-sized SUV for B-segment cash, and it comes packed with almost every bit of in-car kit you can think of. But does it feel posh, or do its selling points come at the expense of compromises elsewhere?

To find out, we've put the Jaecoo against a similarly priced alternative from a class below. The Skoda Kamiq is a down-to-earth family car that shuns many of the luxurious pretences, and aims to please in other ways. It gets more standard kit for 2025, too.

HEAD TO HEAD

CONTENDERS

Jaecoo 7

ON paper, it's hard to deny that the new Jaecoo 7 offers a huge amount of car for the cash. The petrol-powered option is absolutely loaded with standard kit, yet costs £29,435, which is just over £1,000 less than the Skoda Kamiq it faces here.

Due to the scheduling of our photo shoot, the exterior images show the plug-in hybrid 7, which aside from an additional flap for the charging port, looks identical to the petrol-engined car from the outside. The interior pictured, however, is of the petrol model.

ON THE ROAD

THE Kamiq shows just how much room for improvement there is for the Jaecoo 7's chassis and powertrain engineers. While you'd expect a smaller car with similar power to feel more lively, the Skoda is much quicker, much lighter and more composed through the corners, plus rides more smoothly over bumps.

Cruising refinement is fairly similar with this pair, but the 7's indecisive, laggy gearbox makes it fall even further behind.

TECH HIGHLIGHTS

ALL Jaecoo 7 models get a pair of huge digital displays, 19-inch alloy wheels, LED headlights and synthetic leather upholstery. Our test Skoda has lots of kit, but misses out on niceties such as the 7's panoramic roof.

Both have turbo petrol engines. The Skoda's gives away 100cc in capacity and 25Nm in torque to the 7, but its peak arrives lower in the rev range, and its 148bhp maximum is 3bhp higher.

PRICE AND RUNNING

THE clearest difference between these two is in fuel efficiency. The Kamiq returned 43.8mpg in a mix of driving – reaching as high as 52mpg on a 70mph motorway run.

In contrast, the Jaecoo 7 averaged 27.4mpg. That means over the course of 10,000 miles, the Skoda will cost almost £900 less to run in fuel bills alone – and delivers much stronger straight-line performance as an added bonus.

KAMIQ

CONTROLS

The Kamiq (below) features more physical controls on its dashboard than the Jaecoo 7, which consigns many functions to the portrait-orientated infotainment touchscreen

Skoda Kamiq

THE Kamiq last appeared in an Auto Express comparison test in June 2024, when it beat the Jeep Avenger. This time it's back in a more potent guise; while the previous car used the 1.0 TSI engine, we're pitting the 7 against the 1.5-litre model.

When equipped with an automatic gearbox to put it on terms with the Jaecoo, the Czech competitor comes to £30,645 in SE L Edition trim – the second highest of four trims. If you're happy to stick with the six-speed manual, it costs £29,295.

PRACTICALITY

THE Jaecoo 7 is 259mm longer than the Skoda Kamiq, and it offers more space inside. But, it's in the boot where its advantage is clearest, with the 7's 500-litre volume beating the Kamiq's by a clear 100 litres.

While the Chinese model has an advantage when it comes to rear-seat space, the difference isn't huge. In reality, both vehicles are very spacious, but the Kamiq's packaging feels smarter.

SAFETY

JAECOO has yet to officially submit the 7 for Euro NCAP testing. But its five-star ratings in other global markets suggest a strong score here, especially given that it comes with so much standard driver-assist tech.

The Kamiq achieved a five-star rating in 2019, and its safety kit has increased since then to align with NCAP's ever-more stringent scoring criteria. Its lane-keep assist is less intrusive than the 7's.

OWNERSHIP

WE'LL watch Jaecoo and its sibling brand Omoda over the next couple of years to see how owners rate the experience of living with the newcomers' products, but a seven-year warranty is a promising start.

Skoda is a much better-known quantity to owners, but its 23rd-place finish in our 2024 Driver Power customer satisfaction survey was underwhelming for a brand which has performed strongly previously.

JAECO

Latest Chinese arrival aims to del

JAECOO will be an unfamiliar name to most UK buyers, but it's part of a Chinese group which, worldwide at least, is much more well known. Jaecoo is a subdivision of Chery and was created as an SUV maker for export markets. Chery also owns the Omoda brand, which is another recent newcomer to Britain. Indeed, the Jaecoo 7 and Omoda 5 share the same platform.

In both instances, huge standard kit levels are the aim here, but unlike Omoda, Jaecoo is pitched with a little more upmarket intent. That's evident in the styling; the imposing front grille is hardly shy or retiring, while other areas – particularly at the back – have more than a hint of the Range Rover Velar.

ENGINES & PERFORMANCE 2.7/5★

THE cheapest model in the range is equipped with a 1.6-litre turbocharged petrol engine, which makes 145bhp and 275Nm of torque.

Switch the engine on and it sounds a little noisy at idle. It's also loud on other occasions, but these aren't always its own doing; instead, it's the fault of the seven-speed automatic gearbox. The laggy transmission is lethargic when moving off from rest, and makes the four-cylinder petrol unit groan as it pulls away. You can take manual control of the shifts, but doing so doesn't improve things.

Given its claimed power figures, the 7 never felt as lively as you might expect. A VW Group car with a 1.5 TSI petrol engine offers similar power and torque stats, but feels quicker – even in models that match the Jaecoo's size.

The 7 is available with four-wheel drive, but we suspect that, aside from a very small minority, it'll be a hard model to justify. The extra driven wheels blunt performance even more: the 0-62mph time increases by 1.5 seconds to 11.8 seconds and CO_2 emissions rise from 169g/km to 182g/km. It also costs around £3,500 more than the front-wheel-drive version, but it does get more standard kit.

A plug-in hybrid version is priced from £35,065 and offers much better straight-line speed than the standard petrol model. Thanks to its 18.3kWh battery, the PHEV can cover an impressive 56 miles in electric-only mode, based on WLTP data. The engine doesn't cut in too often, and when the battery level drops low, the engine fires up to recharge it.

DRIVING 3.0/5★

SLIGHTLY dull handling isn't the end of the world, but elsewhere the Jaecoo 7 trails most rivals for sophistication.

AROUND TOWN At low speeds, the ride can be a touch fidgety, but the petrol model isn't quite as bouncy as the heavier plug-in hybrid. The steering is very light, which makes parking fairly easy, with any low-speed manoeuvres aided by the surround-view camera. This includes a system that can image the road beneath the wheels, so you know how close they are to kerbs and other obstacles.

ON THE ROAD
The Jaecoo isn't as sophisticated as most rivals; a laggy auto gearbox counts against it, while the 1.6-litre turbo engine doesn't feel that lively

A & B-ROADS Keen handling isn't the most important consideration for a family car, and in this respect, the Jaecoo is just about adequate. Aside from the lifeless steering and the body getting thrown around by mid-bend bumps, it's a fairly neutral and predictable – if slightly sluggish – car to drive through corners. But it's the ride that is the issue. The car has a fairly regular bounce at higher speeds, and shocks are transferred into the cabin more noticeably than in other rivals.

MOTORWAY Having a long seventh gear is normally a good thing, because it means at a motorway cruise the engine revs drop low, both improving refinement and reducing fuel consumption. There is a trade-off when a car is short of performance, though, and that's certainly the case with the Jaecoo 7.

At 70mph, the engine settles down to a fairly hushed 2,000rpm in seventh gear, but

MODEL TESTED:
Jaecoo 7 1.6T DCT Deluxe

PROS	CONS
Long standard equipment list	Petrol model has huge thirst
Vast interior space	Poor automatic gearbox
Long warranty	Fidgety ride

TESTER'S NOTES

WHILE some Chinese newcomers, including its Chery group stablemate the Omoda 5, look a little anonymous, the Jaecoo has some features that help it stand out from the crowd. To either side of that huge front grille are a pair of headlights with square LED elements, which look almost Audi-like. Elsewhere, there's clearly a lot of Range Rover influence, even down to small details such as the electrically retractable door handles. One thing that lets the side down are the 19-inch alloy rims, which make the 7 look rather under-wheeled.

Alex Ingram
Chief reviewer

whenever you need any throttle – such as on an incline – the gearbox will kick down to sixth to maintain its speed only to shift up again too early, which in turn forces it to kick down and repeat a rather frustrating process. On steeper inclines, it occasionally drops down to fifth gear, too, so progress isn't very smooth as a result. It's a bit of a shame, because road and engine noise are as muted as in most other similarly priced petrol-powered cars.

MPG & RUNNING COSTS 2.7/5★

FOR all of the engine's issues, by far the worst problem with the pure petrol-powered Jaecoo 7 is its fuel consumption. Over the course of 300 miles or so, we averaged just over 27mpg, which is a figure that would leave us underwhelmed in a performance car with more than double the power – never mind a car where running costs should be a priority.

The absolute best we recorded on any trip was 44mpg, but that was through a 50mph average-speed section of motorway. Increase to 60-70mph, and you're looking at mid-to-high thirties mpg – or roughly the same as the 37.7mpg that the 7 can achieve in combined WLTP testing. On a similarly gentle motorway run, a Skoda Kamiq 1.5 TSI is capable of more than 50mpg – and stronger performance.

TAX When equipped with a petrol engine, the Jaecoo 7 is going to make the most sense for private buyers. At 169g/km of CO_2, the front-wheel-drive petrol 7 will face a first-year VED rate of £1,360 – that's from the beginning of

O 7

iver upmarket space at a competitive price

STYLING
Jaecoo appears to have been inspired by Land Rover models when it comes to the 7's design; the 19-inch wheels (left) look a little lost on such a large car

> "BY FAR THE WORST PROBLEM WITH THE PURE PETROL-POWERED JAECOO 7 IS ITS FUEL CONSUMPTION"

April, when rates will increase. Given that initial cost is usually swallowed up by a monthly payment of a finance deal, it's not the end of the world. More relevant is the second-year cost, which comes to £190.

INSURANCE The all-wheel-drive model falls into a lower insurance group than the front-wheel-drive variant, with the pair in groups 21 and 22 respectively. The plug-in hybrid will be pricier to cover due to its group 31 rating.

DEPRECIATION Initial estimates suggest that the Jaecoo 7 will deliver residual values that are competitive with its rivals. After three years or 36,000 miles, the base petrol car is predicted to hold onto 48.5 per cent of its original value. Against new cars costing a similar amount, the 7 will have better residuals than a Nissan Juke – similar to a Ford Puma, and slightly behind cars such as a Renault Captur.

INTERIOR & TECHNOLOGY 3.8/5★

THE cabin looks smart enough and quality is reasonable, but some parts of the technology interface can be rather frustrating.

DESIGN Much of the Jaecoo 7's design inspiration seems to have been drawn from Land Rover, and that theme continues inside. The steering wheel's squared-off central boss and chunky spokes have more than a whiff of Evoque about them, while the metal-effect door pulls with exposed screw heads remind us of the Defender. The overall dash design is fairly minimalist, but too much so – there are very few physical switches for useful features such as climate control or even a rear window heater. A huge panoramic sunroof helps to make the cabin feel light and airy, though.

QUALITY Soft-touch plastics help to give an impression of reasonable perceived quality at first glance, and overall it feels on a par with other cars available for similar cash.

TECH AND INFOTAINMENT One of the Jaecoo's strengths is its standard kit levels. Every model gets 19-inch alloy wheels, LED headlights, a 10.25-inch instrument cluster, satellite navigation, synthetic leather upholstery and heated seats. Upgrade to the Luxury trim (available on four-wheel-drive petrols and the PHEV) and you gain an eight-speaker Sony sound system, ventilated front seats and heated rear seats, a head-up display and a heated steering wheel.

There is some oddness to the in-car interfaces, though. When you change drive modes, for example, the in-car assistant will tell you so; switching to Sport will cause a voice to announce "Sport Mode!". It's a charming quirk initially, but we suspect that it'd become a bit irritating after a while. The digital driver's display, meanwhile, looks sharp, but its information is haphazardly scattered across its screen.

PRACTICALITY 4.3/5★

THE Jaecoo 7 is a large car for the money, and those generous exterior proportions translate into lots of space inside. But some smaller B-segment cars run it close for cabin capacity while having a smaller footprint on the road.

FRONT SPACE A high driving position and a decent range of adjustment for the seats and steering wheel are all plus points, but the driving position feels a touch offset, with your feet a little further to the right than seems natural. Comfortable headrests are very wide and gently curved, which as with some of the exterior styling, feels inspired by certain Range Rover products. Less impressive is the view out the back; the rear window is tiny.

Storage space isn't in short supply, with the Jaecoo offering a deep and cooled central bin between the front seats. Ahead of that there is space for two smartphones (one spot has cooled wireless charging) on a raised centre console. Below this is a large storage area. The door bins are wide but a little shallow, yet the glovebox is reasonably roomy. There's even a small shelf to store a tissue box, and a small slot above it works as a tissue dispenser.

REAR SPACE If you regularly need to carry four or more tall people, the Jaecoo is very hard to knock. Compared with most similarly-priced competition, the 7 has acres of space in the back, mixing an impressive amount of headroom and legroom. The cabin also feels wide enough to accommodate three people without much trouble, but the backrest of the centre seat is very hard, so it won't be very comfy – unlike the outer seats, which are quite soft and supportive.

Large doors and Isofix points that are easy to access behind large, plastic covers should make it fairly easy to install a child seat in the back. The only criticism is that, considering how much larger on the outside it is than some B-segment rivals such as the Kamiq, the 7 is not vastly more spacious for its occupants.

BOOT SPACE A 500-litre boot makes the 7 very spacious compared with cars of a similar price. Access is via a standard powered tailgate, and the load bay comes with a 12-volt socket and a couple of tethering points.

RELIABILITY & SAFETY 3.8/5★

EURO NCAP has yet to assess the 7, but based on results in other global markets, Jaecoo is

CABIN
Head and legroom in the back are decent, with space to sit three abreast, while the boot has a 500-litre capacity. Among the airbags fitted is a central bag to reduce the chance of injury between the two front-seat passengers in a side impact

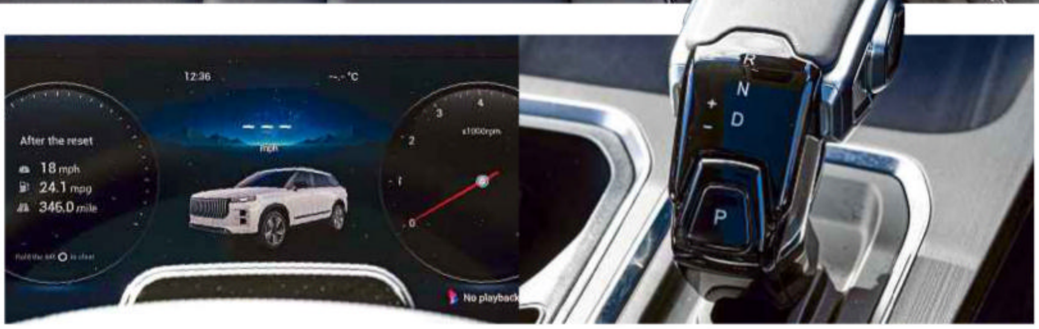
TESTER'S NOTES

MANY cars have ambient lighting, and the 7 is no different. You can select from a range of colours to personalise the gentle hue that glows from several places on the doors and the dash.

Less conventional is a feature which makes the ambient lighting flash with the music. I use 'with' in the loosest sense – when we tried it, it didn't really seem to keep time to the rhythm, but flashed on and off and changed colours at random. This is every bit as distracting as you might think.

Alex Ingram
Chief reviewer

> **“SOFT-TOUCH PLASTICS IN THE CABIN HELP TO GIVE AN IMPRESSION OF REASONABLE PERCEIVED QUALITY ”**



JAECOO
LP74 AGY

confident of achieving a five-star safety rating. Adaptive cruise control, blind-spot detection, emergency lane-keeping, and a host of airbags are standard. Being such a new brand in the UK, it’s too early to tell how reliable Jaecoo’s cars will prove to be.

WARRANTY 4.5/5★

THANKS to a seven-year, 100,000-mile warranty, the Jaecoo 7 comes with one of the most comprehensive aftersales packages available, matching the terms offered by Kia, and well beyond most mainstream brands. More impressive is that the entire warranty period is covered by RAC breakdown cover.

SERVICING 4.2/5★

IN order to spread the cost of payments, Jaecoo offers owners the option of an interest-free service plan. A three-year charge of £555 is competitive for a pure-petrol car.

▶

SKODA has an ever-growing family of SUV options, including full-size seven-seaters such as the Kodiaq, fully electric options including the Enyaq and its new, more compact stablemate, the Elroq.

The Kamiq sits at the most modest end of the group, in terms of both its size and its price. Base models start from less than £25,000, and from 2025 onwards, a revised trim structure has improved the levels of standard kit throughout the range. LED headlights, a rear-view camera and satellite navigation are standard on every model.

Under the skin, the Kamiq sits on an enlarged version of the MQB-A0 platform that underpins superminis such as the Volkswagen Polo and Skoda's own Fabia.

ENGINES & PERFORMANCE 4.0/5★

THAT access to MQB tech has enabled Skoda to offer a range of very tried-and-tested engine options, although hybrid fans will have to look elsewhere. Diesel engines were dropped from the line-up a few years back, which leaves a choice of three petrol variants.

The range kicks off with the 1.0-litre three-cylinder TSI, which offers 94bhp, but if you can, stretch to the version with 114bhp and 200Nm. Above those options sits a more potent 1.5-litre unit. This gains a cylinder and an extra 34bhp and 50Nm of torque over the mid-range 1.0 TSI, which – in a car that weighs a fairly modest 1,277-1,289kg (depending on the transmission) – delivers very strong performance. A 0-62mph time of 8.3 seconds means that there's more than enough power for everyday driving and longer journeys.

Both engines are very accomplished. The 1.0-litre's three-cylinder layout transmits subtle vibrations into the cabin, but its engine note always remains low-key. The 1.5 unit sounds a little more revvy and is smoother under hard acceleration, remaining refined even when it's being worked hard.

The six-speed manual gearboxes are very light and slick to use, while the dual-clutch automatics are particularly responsive. Our one criticism of the auto is that it can be a little jerky when moving off from rest. This makes precise, low-speed manoeuvres such as parking a little trickier than they should be.

DRIVING 4.0/5★

IT'S not a car that will set hearts racing, but the Kamiq's on-road manners tick all of the required boxes, and the Skoda generally ranks towards the top of its class in most areas.

ON THE ROAD
Kamiq's ride is comfortable and the controls are accurate. Opt for the 1.5-litre engine and performance is peppy, while still returning decent fuel efficiency figures

AROUND TOWN The Kamiq's steering is light yet precise, which combined with dimensions that aren't much larger than a supermini's, makes it very easy to drive around town. The brakes take a little time to acclimatise to, because they are quite sharp at the top of their travel, but they feel strong.

Ride comfort is, in general, among the best in the class. Aside from larger potholes, which can cause bigger thuds in the cabin than in rivals such as the Jeep Avenger, it remains a comfortable place to be.

A & B-ROADS There are very few cars in this segment – Ford Puma excepted – that are actually fun to drive. But the accuracy of all the Kamiq's major controls – plus the strong performance of its most potent petrol option – mean that it's better than most in that regard.

The handling has a very subtle, nose-heavy bias, the grip is strong and it feels reasonably light on its feet. The suspension's overall softness allows the driver to have a strong idea of just how much grip is available, and it's easy to cover ground smoothly. Harsh bumps can send shocks through the cabin, but the suspension keeps the car on course even when it hits a sudden mid-corner lump.

MOTORWAY The ride is at its best on the more settled surface of a motorway, where

SKODA

Czech brand's small SUV family

KAMIQ

workhorse gets new kit for 2025

MODEL TESTED:
Kamiq SE L Edition 1.5 TSI DSG

PROS
- Space
- Comfort
- Infotainment tech

CONS
- No hybrid option
- Auto gearbox jerky at low speeds
- You have to pay for some safety kit

EXTERIOR STYLING

SKODA'S Simply Clever Plus pack (£340) adds extras that make life easier throughout the Kamiq. Rear-seat passengers each get a tablet PC mount on the back of the front seats, while loading the kids in and out of tight spots becomes a little less stressful thanks to pop-out door edge protectors.

Further forward, the pack adds a small waste bin in the driver's door pocket and drawers under the front seats. The boot gets a net on the underside of the parcel shelf and a double-sided floor; one side is rubber and the other is carpet.

Alex Ingram
Chief reviewer

its overall softness manages to soak up longer compressions with ease. Stability is great, while road and wind noise are fairly well isolated compared with other cars in the class.

MPC & RUNNING COSTS 4.4/5★

OFFICIALLY, the 1.0-litre petrol achieves up to 51.4mpg in WLTP tests, and the larger 1.5 can do 49.6mpg. Our experience in the real world suggests that there isn't much difference between the two engines' efficiency, either.

During our last encounter with the smaller unit, we achieved 45.3mpg, while the 1.5 TSI managed 43.8mpg. Given the additional performance that the larger engine can achieve for little loss in efficiency, we'd go for that model if your budget allows.

The smaller engine tends to be more frugal with the manual gearbox; the auto struggles to get into the mid-thirties around town, but things improve with three pedals. That aside, real-world economy is excellent; motorway runs in the 1.5 TSI result in 50-52mpg, while the 1.0-litre can get into the mid-fifties.

TAX For drivers paying Benefit-in-Kind (BiK) company car tax, the Kamiq's emissions should compare favourably with its main competitors'. However, there are hybrid rivals for similar money, such as the Renault Captur E-Tech and Toyota Yaris Cross, with lower emissions that could save you money.

Then there are a number of fully electric alternatives such as the Hyundai Kona Electric, Jeep Avenger, Peugeot E-2008 and

FEATURES
Kamiqs in SE L specification get chrome window frame surrounds (right) and 18-inch Stratos alloys (left), while all versions come with a 400-litre boot (far left)

> **"IT WON'T SET HEARTS RACING, BUT THE SKODA KAMIQ'S ON-ROAD MANNERS TICK ALL OF THE REQUIRED BOXES"**

Vauxhall Mokka Electric to consider, which could save you even more cash.

INSURANCE The Skoda Kamiq ranges between group 12 for the least powerful 94bhp 1.0 TSI, up to group 20 for the 148bhp 1.5-litre. That's on par with the Volkswagen T-Cross (groups 11-20), but is generally higher than the Ford Puma (groups 12-17), Renault Captur (groups eight to 19) and Toyota Yaris Cross (groups 11-14).

DEPRECIATION Depending on the trim and engine combination, the Kamiq is predicted to hold onto between 48 and 51 per cent of its original price after three years or 36,000 miles.

The Volkswagen T-Cross fares similarly to that across most of its range (although its keenly priced Match trim holds onto almost 53 per cent), while the Renault Captur is better still; it is expected to cling onto almost 56 per cent of its original value.

A Jeep Avenger loses more money, however, maintaining around 42-43 per cent of its original purchase cost – or a little less than that if you go for the fully electric version.

INTERIOR & TECHNOLOGY 4.2/5★

RECENT Skodas have struck a good balance between a smart, modern cabin design and decent quality – and the Kamiq is no different.

DESIGN Alongside so many newcomers to this class, the first thing that strikes you about the Kamiq's cabin is that it has actual physical controls. The climate functions are operated using dials and chunky buttons; the light switch is a big dial beside the steering wheel, which rotates with a satisfying clunk. There's even a manual handbrake, too.

Despite this now-rare use of buttons, the overall look is clean and understated. There's a central panel running the width of the dash, that has a textured look (but is smooth plastic) and everything is neatly laid out.

QUALITY Soft-touch plastics tend not to be too commonplace in supermini-based SUVs, but even though there's lots of hard plastic in the Kamiq, it feels sturdy enough. It helps that the main touchpoints, such as the door handles and steering wheel, feel more expensive.

TECH AND INFOTAINMENT All Kamiqs are fitted as standard with Skoda's digital cockpit technology. From 2025, all models have the larger 10.25-inch screen, which offers plenty of scope for customisation of the display layouts, prioritising mapping, speed and revs, driver assist or a more minimal look.

Whichever is selected, the graphics are sharp and the information is presented clearly. The combination of buttons and thumb wheels on the steering wheel makes changing between them easy and intuitive.

PRACTICALITY 4.5/5★

FOR a car barely larger than a supermini, Skoda's designers have managed to unearth an awful lot of space inside the Kamiq's cabin.

FRONT SPACE Much as with every other Volkswagen Group product, it's easy to find a comfortable driving position in the Kamiq, thanks to the driver's seat and steering wheel offering a huge range of adjustment.

A large tray at the base of the dashboard has plenty of space to hold a smartphone, while a modular storage item slots into one of the two cup-holders in the centre console, which is ideal for taking care of the key on the move. The large door bins are useful, too.

REAR SPACE There's loads of space in the back of the Kamiq, easily beating rivals such as the Peugeot 2008, Jeep Avenger or Ford Puma. Headroom, in particular, is excellent for a car in this class, but knee room is also among the best the segment has to offer.

The seats themselves are fairly soft and supportive – even in the centre seat, which can often be a little overlooked – and large plastic openings make it easy to access the Isofix points when installing a child seat.

BOOT SPACE For a car of this size, the 400-litre boot is decently sized. It's not quite the largest in its class – the Nissan Juke, for example, has 422 litres of space – but the Skoda's wide opening, square shape, and high roofline make it a useful area. Drop down the rear seats, and that volume grows to an impressive 1,395 litres.

A variable boot floor is a £205 option that's well worth the investment. Without it, there's quite a drop beyond the opening, which makes it a little more tricky to lift heavy items into position, and once the seats are folded, it creates a useful flat load-through area. If you're willing to sacrifice just a little more storage capacity, then a space-saver spare wheel is offered as an option.

RELIABILITY & SAFETY 3.7/5★

SKODA finished a mediocre 23rd out of 32 brands in the best car manufacturer rankings of our 2024 Driver Power survey, which is disappointing, given that it used to regularly place within the top five only a few years ago.

The Kamiq was awarded a full five-star rating from Euro NCAP in its crash tests, with a stellar 96 per cent score for adult occupant safety. It scored 85, 80 and 76 per cent in the Child Occupant, Vulnerable Road Users and

CABIN

Driver's seat and the steering wheel (below) can be adjusted to suit most drivers; rear seats (bottom) are more spacious than many of the Skoda's class rivals; dashboard (right) retains physical controls for many functions

TESTER'S NOTES

IN comparison with Ford Bluetooth systems, which just instantly work, connecting a device wirelessly to the Kamiq set-up always seems like a struggle, with the system usually taking a few attempts to connect successfully.

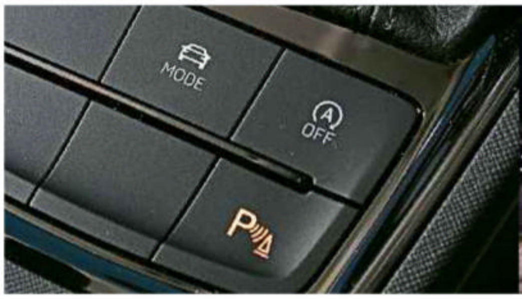
Even then, Android Auto can take minutes to pair automatically, although you can speed things up by manually selecting the option yourself. But you'll still need a USB cable anyway, because there's no wireless charging.

Alex Ingram
Chief reviewer

INTERIOR

Build and material quality is good, while the new-for-2025 10.25-inch digital dials (below) can easily be configured to show different data

> **“THE KAMIQ STRIKES A GOOD BALANCE BETWEEN A SMART, MODERN CABIN DESIGN AND DECENT BUILD QUALITY”**



Safety Assist categories respectively. The closely related Volkswagen T-Cross recorded higher safety scores, beating the Kamiq by a few per cent in each category. It’s a shame that Skoda charges extra for a driver’s knee airbag and rear side airbags, though.

WARRANTY 3.9/5★

ALL Skoda models are covered by a three-year, 60,000-mile warranty that can be extended up to five years and 100,000 miles at extra cost. Prices range from £250 to increase it to four years and 80,000 miles, up to a little over £500 for a five-year, 100,000-mile policy.

SERVICING 4.0/5★

SKODA offers a two-year service plan for the Kamiq, which costs just over £500. This can be broken down into more manageable payments of around £22 per month spread over the full 24-month term.

PRICES AND SPECS

	JAECOO 7	SKODA KAMIQ
Our choice	7 1.6T DCT Deluxe	Kamiq SE L Edition 1.5 TSI DSG
Price from/price of our choice	£29,435/£29,435	£30,695/£30,695

POWERTRAIN AND PERFORMANCE

Engine	4cyl in-line/1,598cc	4cyl in-line/1,498cc
Power	145bhp	148bhp
Torque	275Nm	250Nm
Transmission	Seven-speed auto/fwd	Seven-speed auto/fwd
0-62mph/top speed	10.3 secs/112mph	8.3 secs/132mph
Fuel tank capacity	60 litres	50 litres
MPG (WLTP)	37.7mpg	47.9
MPG (on test)/range	27.4/362 miles	43.8/482 miles
CO_2 emissions	169g/km	132g/km

DIMENSIONS

Length/wheelbase	4,500/2,680mm	4,241/2,639mm
Width/height	1,680/1,865mm	1,793/1,562mm
Rear knee room	652-887mm	601-863mm
Rear headroom/elbow room	970/1,476mm	975/1,435mm
Boot space (seats up/down)	500/1,423 litres	400/1,395 litres
Boot length/width	850/971mm	690/1,005mm
Boot lip height	762mm	660mm
Kerbweight/towing weight	1,649/0kg	1,289/1,250kg
Turning circle	11.2 metres	10.1 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£14,291/48.55%	£14,948/48.70%
Depreciation	£15,144	£15,747
Insurance group/quote/VED	22/£615/£190	20/£515/£190
Three-year service cost	£555	£534 (two years)
Annual tax liability std/higher rate	£2,124/£4,248	£1,883/£3,766
Annual fuel cost (10k miles)	£2,326	£1,455
Basic warranty/recovery	7yrs (100,000)/7 yrs	3yrs (60,000)/3 yrs
Driver Power manufacturer position	N/A	23rd
NCAP Adult/child/ped./assist/stars	TBC	96/85/80/75/5 ★ (2019)

EQUIPMENT

Metallic paint/wheel size	£600/19 inches	£0/18 inches
Parking sensors/camera	F&r/360 degrees	F&r/yes
Spare wheel/Isofix points	Repair kit/two	£155/two
Keyless entry & go/powered tailgate	Yes/yes	Yes/no
Leather/heated seats	Artificial/yes	Yes/yes
Screen size/digital dashboard	13.2 inches/yes	10.3 inches/yes
Climate control/panoramic sunroof	Yes/yes	Yes/no
USBs/wireless charging	Four/yes	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/yes	No/no
Adaptive cruise/steering assist	Yes/yes	£815 (part of pack)

WHAT WE WOULD CHOOSE

JAECOO The 7 is so well equipped already that there isn't much scope for personalisation. It comes down to the five exterior colours, and all but the no-cost white are £600 options, while a contrasting black roof adds another £600.

SKODA The Winter Premium Pack (£365) adds heated front seats, a heated windscreen and a washer fluid level indicator. A variable-height boot floor adds another £205, but matrix-LED headlights cost a hefty £1,685.

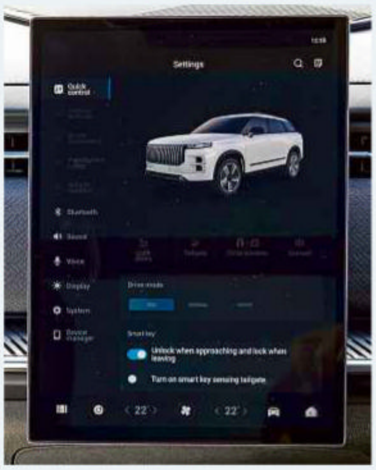
INFOTAINMENT

Jaecoo 7 3.3/5★

13.2-INCH PORTRAIT CENTRAL LCD DISPLAY
KEY FEATURE: LIVE TRAFFIC DATA

THE base petrol model is equipped with a 13.2-inch screen, slightly down on the 14.8-inch display in the four-wheel-drive and PHEV versions. As with the larger option, it's a little frustrating to use. While the screen is fairly responsive and the loading times are okay, the interface isn't so great.

Small icons on the home page don't make the most of the large display, and when pairing Android Auto or Apple CarPlay, the native controls disappear completely. That includes the heating, which can only be adjusted through the screen.



Driving profile selection
Change

Skoda Kamiq 4.0/5★

9.2-INCH NAVIGATION DISPLAY
KEY FEATURE: THREE YEARS' ONLINE SERVICES

THE Kamiq's infotainment system is a prime example of how not to overcomplicate simple things. Keeping the climate controls separate helps massively, but so does a logical menu structure.

Screen resolution is sharp, the graphics are consistent through the menus and with the digital driver's display, while the display responds quickly to touch inputs. The volume can be adjusted by a wheel on the steering wheel.

> "THE KAMIQ'S INFOTAINMENT SYSTEM IS A PRIME EXAMPLE OF HOW NOT TO OVERCOMPLICATE SIMPLE THINGS"

JAECOO 7 BEST FOR:
Design. It's hard to deny that the Jaecoo stands out from most of its rivals. Even if the styling doesn't look completely original, it's eye-catching.

SKODA KAMIQ BEST FOR:
No nonsense. If you need a car that's dependable, competent and practical without shouting about it – and at a decent price – the Skoda is hard to fault.

RESULTS

WINNER ★★★★☆

Skoda Kamiq

IN many ways, the Kamiq is all the family car you'll ever really need. It's not the most striking or flashy compact SUV out there, but it's one which manages to get all of the fundamental things right.

Ride comfort and handling are above average for the class, refinement is fine and the engine range is strong, whether you want a manual or an automatic gearbox. Its greatest strengths lie with its logical ergonomics, intuitive technology and impressive interior and boot space. There are some models that are slightly better value for money, but few get so many things very right.

AUTO EXPRESS
ROAD TEST
WINNER
SKODA KAMIQ
MARCH 2025
★★★★☆

INTERESTED?
Scan the code to see deals on brand-new Skoda Kamiqs

RUNNER UP ★★★☆☆

Jaecoo 7

THE Jaecoo 7 is an intriguing first attempt from a new maker, but it's one which also proves that Chinese brands do their best work when fully electric powertrains are involved.

The 7 is a car that is split down the middle when it comes to scoring, because its marks are either great or disappointing. In the former camp are interior space, equipment levels and aftersales care, but it's let down by an underwhelming drive with a poor automatic gearbox and a hugely thirsty petrol engine. Those who like the luxury style might be tempted, but everyone else would be better served by the Skoda Kamiq.

INTERESTED?
Scan the code to view deals on Jaecoo 7s available now

FIRST REPORT

VOLKSWAGEN ID.7

Large electric estate faces its toughest test yet: family life

Phil McNamara

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THERE'S a small but discerning bunch of car buyers who wouldn't have anything but an estate car. So when Volvo UK stopped selling wagons for a year, it didn't migrate their buyers into SUVs, it just lost them to other brands.

Big estate cars with electric power is a niche within a niche, one the German brands are just beginning to fill. Volkswagen's ID.7 Tourer is the size of an aircraft carrier, which would probably be easier to manoeuvre on my wide driveway – five-point turns are common.

I'm not complaining, because big equals bountiful space inside. My three daughters have moaned about being crammed into our Golf GTi for the past six months, but now they can stretch out their legs and pack the footwell with half of their toy collection.

Thank all that metal between the wheels for that, with VW dragging the ID.7's windscreen pillar right up to the front wheel, creating stubby-nosed proportions to horrify luxury car designers. I actually think the ID.7 looks pretty sleek despite being quite tall for an estate. The arcing silver roof strip disguises the height and the curved rump is far from boxy.

Nonetheless, it harbours a mighty long boot, which offers a capacity of 605 litres – before dropping the 60:40-split rear bench. There are four hooks to snag shopping bag handles, and a false floor under which you can stow charge cables. It would help if the false floor could be folded as a partition to stop items getting marooned by the bulkhead, though. And I'm not keen on the shoebox-sized recesses at the sides that items tend to topple into.

So far, the luggage required for packing the kids off to the grandparents or a short anniversary break at Sopwell House in Hertfordshire has not taxed the boot. Our summer festival trip will be the acid test.

The ID.7 range is gloriously simple. You basically get a well equipped car with either a hatchback or (for £690 more) estate body, with price differences mostly down to battery size and whether you fancy the four-wheel-drive GTX performance line.

The entry-level Tourer Pro (£52,270) packs a 77kWh battery with a claimed 384 miles of range. Our £56,170 Pro S has an 86kWh pack that's supposedly good for 424 miles, and the maximum DC charging speed is uprated from 175kW to 200kW.

Both models have a 210kW (282bhp) electric motor and instant, meaty torque that shoots the ID.7 down the road. Official consumption is 4.4 miles per kWh, although we got a respectable 3.5 on a cruise to Essex, flattered by long stints in 50mph restricted sections.

Match trim has all the essentials, including a 15-inch touchscreen with Discover Pro navigation and wireless Apple/Android connectivity, multizone climate control and keyless entry. There are also seats upholstered in lustrous-feeling microfleece, with heating and massage functions up front.

We've ticked two options. The Exterior Pack Plus (£1,000) adds adaptive damping, variable ratio 'progressive steering' and insulated rear glass. The Interior Pack (£2,000) brings a cargo net, Harmon Kardon audio, ventilated front seats with memory function, heated rear seats and additional ambient lighting shades – my daughter Florence picked pink for the fascia strips and purple downlighting.

I just wish I'd added the £2,100 glass roof to brighten up the interior. And it's a good job winter is receding, because an efficiency-boosting heat pump costs £1,150.

PRACTICALITY

The ID.7 can be had as a hatchback or an estate, and we've gone for the latter to see how well it copes with Phil and his wife and three young children

Thanks to Sopwell House, Herts

Pete Gibson

MODEL TESTED:

Volkswagen ID.7 Tourer Pro S Match

On fleet since:	February 2025
Price new:	£56,170
Powertrain:	86kWh battery, 1 x e-motor
Power/torque:	282bhp/545Nm
CO2/BiK:	0g/km/2%
Options:	£1,000 Exterior Pack Plus, £2,000 Interior Pack
Insurance*:	Group: 38 Quote: £960
Mileage/Efficiency:	1,977 miles/3.2 miles/kWh
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

Space and more space

Good ride comfort

Whisper quiet

CONS

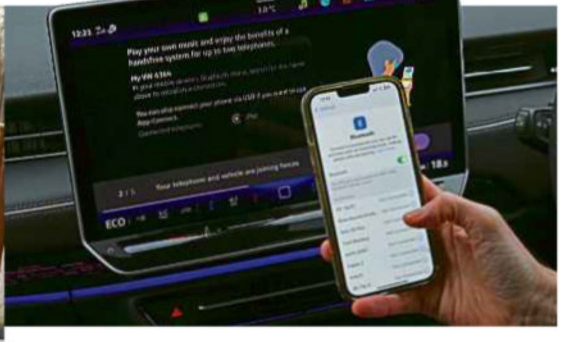
Unsegmented boot

Baffling air-con

Unintuitive switches

INFOTAINMENT

Wireless smartphone connectivity and a wireless phone charging pad are standard. Interior Pack upgrades the audio to a Harmon Kardon set-up



VERDICT ★★★½☆

FIRST impressions of the VW are of a refined, smooth-riding, appealing workhorse. That 424-mile range is a pipe dream – charging to 80 per cent yielded just 224 miles – and the ID maxed out at 100kW on a row of busy chargers. The next six months will reveal if the ID.7 can match e-SUVs for practicality, and beat them on efficiency and dynamics.

> **"MATCH TRIM HAS A 15-INCH TOUCHSCREEN, MULTIZONE CLIMATE, KEYLESS ENTRY AND HEATED FRONT SEATS"**

FINAL REPORT

GENESIS GV60

Did the upmarket EV impress more than its 'lesser' siblings?

Andy Pringle

Andy.Pringle@autoexpress.co.uk

IT'S no secret that Genesis is the posh brand in the Hyundai-Kia empire, so when I started out with a GV60 last August, the big question was whether it could justify the extra cost over the excellent equivalent models from its mainstream sister brands.

However, if you'll forgive me cutting to the chase, six months later I'm convinced that the GV60 is a very effective upmarket brother to the Hyundai Ioniq 5 and Kia EV6. It's like choosing Pizza Express over Pizza Hut, or Waitrose over Tesco – you're getting something similar, but just a bit classier.

That impression is reinforced as soon as you set eyes on the GV60; I loved parking something so smart and distinctive on my drive. Thanks to its badge, plenty of people thought it was a Bentley – a mistake my inner snob was reluctant to correct.

Once inside, the cabin only reinforced the impression of class and quality. True, a few bits felt a little plasticky – on the doors, for instance – but almost everything I touched, felt or looked at daily was impressive.

That includes the light-coloured artificial leather trim. I had been very wary about this when I took delivery of the car, not least because my daughter is a keen footballer, so once a week that upholstery faced an onslaught from muddy kit and post-match snacks. But, while they did leave their mark, the trim wiped clean every time. The only parts that looked less than pristine after six months were the floor mats – there was no hiding the scars from a wet, muddy winter.

Otherwise, whether it's tech or space, I can't fault the interior. We're a three-person family, and the Genesis was more than big enough for us – despite the coupé-like roofline. In its final month, the GV60 coped with half-term trips to both Cambridge and Ikea. My daughter had plenty of room in the back seat, while the boot took all our luggage for the mini-break and, later the same week with one side of the 60:40-split rear seat folded, plenty of flat-pack furniture.

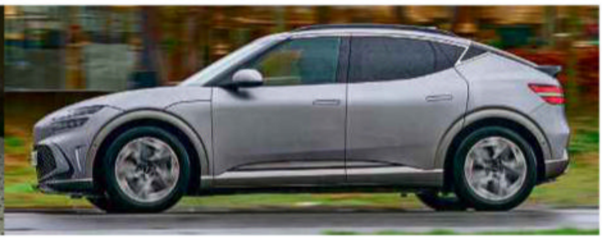
Perhaps the elephant in the room is the tech because, as keen readers will have spotted, this is the Genesis that was soundly criticised in the infotainment test in issue 1,870. And while I accept much of what was said – taking five presses to turn off the speed-limit warning at the start of each drive was a constant irritation – I did become used to the system's quirks over time.

FAMILY LIFE Seats coped well with mud but the mats had a tougher time. GV60 isn't at home on suburban roads, but there's no questioning its versatile boot

Wai
Sorbet
Pancake
Pancake

Plus, there were plenty of good points. I appreciated having a separate touchscreen and buttons to operate the climate control, for instance, as well as being able to customise various buttons on the steering wheel and fascia to perform regularly used functions. I also liked the head-up display (part of the Innovation Pack), being able to operate several driver-assist systems from the steering wheel, and the high-definition displays. Finally, as the test said, the Genesis smartphone app is brilliant – a lesson to other brands in how to do it. My only irritation was that the Apple CarPlay function wasn't a wireless set-up, and trailing a cable across the cabin seemed at odds with the elegant interior.

It was a similar story on the road: mostly good and occasionally great, but with some drawbacks. On the plus side, the electric



Stan Papior

powertrain is wonderfully smooth and the car's refinement excellent; I also never had any complaint about the performance, and the ride was very good on the motorway. But – and it's a big but, given my suburban life – the firm ride elsewhere took the smile off my face, and the large turning circle made the car hard to manoeuvre in tight spaces.

My average efficiency of 3.5mi/kWh over almost 3,500 miles was also a little disappointing, but the bulk of my driving was over the winter. I was getting 4.0mi/kWh easily in August and September.

On the other hand, even in the depths of winter, I could rely on 250 miles of range, and I was always able to fully top up the car from my home wallbox overnight.

MODEL TESTED:
Genesis GV60 Premium

On fleet since: August 2024

Price new: £53,300

Powertrain: 77.4kWh battery, 1x e-motor, 226bhp

CO2/BiK: 0g/km/2%

Options: Auto-dimming door mirror (£80), Copper caliper colour (£280), Saville Silver exterior (£740), Vehicle-to-load pack (£880), Bang & Olufsen audio (£990), Sunroof (£1,120), Innovation pack (£2,810)

Insurance: Group: 40 Quote: £999

Mileage/efficiency: 3,390 miles/3.5 miles/kWh

Any problems: None

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS
- Plenty of room inside
- Comfortable seats
- Superb smartphone app
- Good car for motorway cruises

CONS
- Lack of rear wiper
- Ride is too firm at low speeds
- Large turning circle makes car hard to manoeuvre
- No wireless Apple CarPlay

DETAILS
Isofix points held Andy's daughter's seat firmly, but were hard to get to. Firm low-speed ride was at odds with the EV's upmarket ambitions

VERDICT ★★★★☆

THERE'S no denying that the GV60 is a relatively expensive way into an EV, but given the quality, tech and equipment on offer even in this, the cheapest variant, I think it's a car that many more people could aspire to.

> **"THE ELECTRIC POWERTRAIN WAS WONDERFULLY SMOOTH AND THE GV60'S REFINEMENT WAS EXCELLENT"**

FLEETWATCH

ALFA GIULIA QUADRIFOGLIO
DURING recent greasy road conditions, the rear end has felt quite wayward, even in Eco mode, which pegs the torque output in the name of economy. Trouble is, the dampers become so soft in this mode it makes the back end feel too vague. Yet in Sport or Race mode, the ride becomes firm enough to unsettle the rear tyres at the merest hint of full throttle. So I'm taking it easy and enjoying this car for all sorts of other reasons at the moment.
STEVE SUTCLIFFE

PEUGEOT E-3008
OUR Peugeot E-3008 has been earning its keep as a refined and efficient commuter. Runs to the outskirts of London are knocked off in relaxing style for pennies, thanks to home charging. The electronics have been a little glitchy though, both with touchscreen 'mini-meltdowns' and once when we returned to a remotely locked car to find the boot open and half raised – very mysterious, but luckily on private land.
CHRIS ROSAMOND

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New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range

INTERIOR
Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash

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58 NEW PRODUCT PIRELLI JACKETS
Tyre brand and Blauer pair up

TAR
GTECHNIQ
TAR & GLUE REMOVER
AUTO GLYM
TAR REMOVER

59 MINI TEST TAR REMOVERS
Top gloop-buster revealed

60 PRODUCT TEST MULTITOOLS
Seven multi-taskers rated

PRODUCTS

BOXING CLEVER
Santu adds 260 litres of storage. It's compatible with the bike carrier's tilt function and has wheels to make it easy to move

HOT KIT

Thule Santu

Price: £779.99 **Contact:** *thule.com*

EVER wish your bike rack could do more? Thule has got your back. Its new Santu box is a hard-shelled cargo crate that fits onto the Epos and EasyFold 3 towbar-mounted cycle carriers, adding extra secure storage capacity for times when your boot is not big enough.

Its low-profile design is said to make loading easier and reduce aerodynamic drag, while leaving the top of the car free for roof boxes, sports equipment or tents.

Even with the box in place, the set-up can still carry a bike on the carrier by using a separate kit, eliminating the need to choose between transporting luggage or your cycle. The box is compatible with the bike carrier's tilt function, allowing easy access to the car's boot without removing the box.

The Santu adds an extra 260 litres of capacity – as much as an average city car's boot. It features wheels and a pull-out handle, so it can be easily moved when detached from the car, plus Thule's SlideLock system clearly shows at a glance that the lid is properly closed and ready to be locked.

In addition to fitting the existing Epos and EasyFold 3 carriers, the Santu can also be fitted to the older Thule EasyFold XT by using an optional kit, which costs £44.99.

The Santu costs £779.99 on top of the cost of a compatible Thule towbar-mounted bike carrier, which will be around £850.

BOOKS

Prodrive: 40 Years of Success

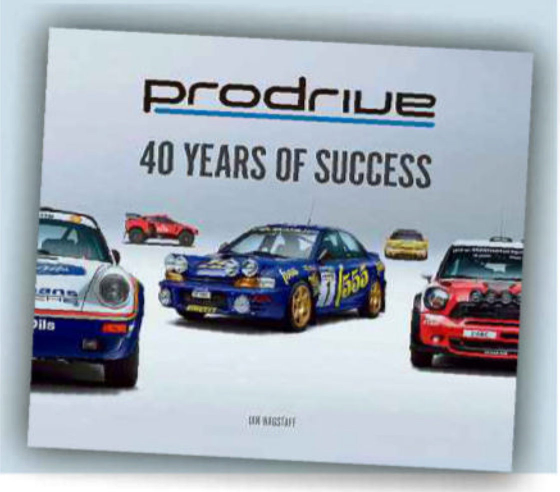
Ian Wagstaff (Porter Press, *porterpress.co.uk*)
Price: £39 **Rating:** ★★★★½

TOURING car racing, world rallying, F1 – Prodrive is a company that's been involved in just about every motorsport venture going, and it remains one of the best-known names in the industry. This excellent book is a celebration of the firm's entire history from its origins in 1984 up to the present day, as well as looking into the future.

Although it's not particularly pricey for a title of this size, it's beautifully finished with big, full-page colour imagery, and you're likely to feel plenty of nostalgia flipping through the pages if you were around for any of it at the time.

It's also a cracking read. It's laid out with the first half of the book being a potted history of the brand as a whole, while the second half goes over specific disciplines. There's a nice section on Prodrive's work on road cars, too, which we found particularly interesting.

The look forward to the company's future offerings is also highly interesting, as are numerous interviews with Prodrive staff and drivers – there's nothing like hearing it from the horse's mouth. Overall, it's a great-value book that keeps the reader thoroughly engaged.



NEW PRODUCT

Blauer Pirelli jackets

Price: From £200 (TBC) **Contact:** *blauerusa.com*

IS your wardrobe looking a little tired? Italian tyre manufacturer Pirelli has joined forces with American clothing maker Blauer to create a new collection of four unisex jackets that are made from recycled materials.

The Blauer X Pirelli “capsule” collection uses the latter’s distinctive black and yellow brand colours and features the two companies’ logos prominently on the garments.

The first jacket is called the Performance Puffer and is made from recycled polyester with Taslan woven material inserts. A special lamination process makes the fabric waterproof and windproof, Blauer claims, while the adjustable hood and internal drawstring waist are said to ensure further protection from the elements.

The pockets are also waterproof and designed for smartphones, while the chest has a built-in LED lamp.

A gilet called Layered Versatility uses the same materials and features, but with a sleeveless design.

Next in the collection is the 2 in 1 Plus Pocket Middle Parka, which combines a three-layer laminated windbreaker outer and a removable padded Repreve inner. The double lamination with laser cutting and gluing guarantees that it’s waterproof, the firms claim. Other features include an adjustable hood, waterproof zip and multifunctional bellows pockets.

The final part of the collection is the Dust Coat, which is described as a trench coat made from a three-layer recycled polyester fabric. A double front closure with waterproof zip and buttons, plus adjustable cuffs are said to guarantee comfort and freedom of movement. Two side pockets, the Flash LED and Personalized Velcro on the sleeve add the finishing touches.

Available in August, the collection will be sold in Blauer stores, on the company’s official website and in a selection of shops. Prices have not been revealed yet, but these are expected to start at around £200.

PIRELLI
Blauer

NEW COATS Blauer and Pirelli’s four new black and yellow jackets include a puffer (above) and a parka that has a removeable padded inner layer (right)

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FIRST TEST

Laser Multi-purpose Stripper, Crimper & Cutter 8785

Price: £29.95 **Rating:** ★★★★☆
Contact: *lasertools.co.uk*

IF you’re working on wiring in your car, you’ll inevitably be stuck under the dash or deep in the engine bay when you realise you have the wrong tool for the job. Laser Tool’s new 8785 aims to ensure you don’t have to make an extra trip to the garage drawer, by combining several functions into one compact tool.

The Multi-purpose Stripper, Crimper & Cutter is twice the thickness of most typical devices, so it can tackle tougher cutting jobs, while the quality and versatility impressed us.

Not only can it chomp through thicker battery cables, it can slice screws and bolts up to M5 size – that’s 5mm in diameter. There is a narrow, serrated section that doubles as snipe-nose pliers, and below are wire strippers which cater for cable sizes from 0.5 to 6mm².

On the other side of the hinge point are crimpers that are compatible with insulated and non-insulated connectors, including 7–8mm² plug lead ignition terminals.

The tool is comfortable to hold, with cushioned-grip handles and spring loading to make it easier to use one-handed.

The cutters easily sliced through our test cables and the crimpers were easy to use, too, thanks to the clear labelling and the solid build quality. Cutting an M5 bolt was a challenge for us rather than the tool, because it required a lot of pressure on the handles.

The Laser 8785 costs around £30 from various online suppliers.

8785
LASER
Multi-Purpose Stripper, Crimper & Cutter
www.lasertools.co.uk

MINI TEST

Tom Barnard

WITH warmer weather on the horizon, councils will start repairing winter-wracked roads. While that's good news for your car's tyres and suspension, it brings the menace of fresh tar on the road surface which may be thrown up onto your paintwork and wheels.

The best way to shift tar is with a dedicated remover. These cleaners will dissolve the splatters and are also effective on tree sap and glue residue.

We tested three cleaners against thick tar spots on paintwork and gluey foam remnants on a number plate. GYEON's new Q^2M Tar is much more friendly to use than the solvent-based products, but while it cleared the mess, it took more time and effort. Gtechniq's W7 is good value and effective, but Autoglym's Intensive Tar Remover did just as well and is much more user-friendly.

GYEON Q^2M Tar

Price: £18 **Size:** 500ml
Rating: ★★★☆☆
Contact: *cleanyourcar.co.uk*

GYEON claims its Q^2M Tar is citrus based, which gives it a much more pleasant smell than either of its rivals here. But it still contains some petrol distillates, which make it effective at dissolving tar and glue deposits.

The more gentle pH neutral formula also means it is safe to use on any exterior surfaces, including both painted and unpainted plastic car trim.

Used in isolation, the Q^2M Tar works well enough, softening blobs of tar and glue after a few minutes left to soak. But the two competitors in this test work faster, are less effort to use and also cost less to purchase.

GYEON
Q²M
TAR
tar and organic
sediments
remover

TESTED Tar removers

In a sticky situation thanks to tar, tree sap or glue on your car? We put three solutions to the test to see which gets shot of the muck best

Gtechniq W7 Tar and Glue Remover

Price: £9.95 **Size:** 500ml
Rating: ★★★⯪☆
Contact: *gtechniq.co.uk*

THE W7 was the fastest here at removing both the tar and glue, and is a great price, too.

The downside is that it has an overpowering solvent smell, so you need to use the product in the open air and preferably in a breeze.

Plus, it must be treated with caution, because W7 can damage plastics, rubber and vinyl. For use on paintwork it is unbeatable, yet the list of restrictions and warnings limits its usefulness.

GTECHNIQ
SMART SURFACE SCIENCE
W7
TAR & GLUE
REMOVER
COATING SAFE
REMOVES TAR & GLUE
WITH EASE

Autoglym Intensive Tar Remover

Price: £17.99 **Size:** 500ml
Rating: ★★★★★
Contact: *autoglym.com*

AUTOGLYM'S Tar Remover can be used anywhere on the car, even inside on oil-stained upholstery and trim.

It doesn't have quite the power of the Gtechniq, but it isn't far behind and easily beat the GYEON, quickly getting rid of our gloop after being left to soak for less than a minute.

The Autoglym's aroma is neutral, too, while its good performance, ease of use, and versatility make it our winner.

AUTO GLYM
INTENSIVE
TAR REMOVER
Rapidly removes tar, adhesive, grease, wax, oil and silicone
Made in Great Britain

Hilka
DRAPER
Snap-on
STANLEY FATMAX
NexTool. FLAGSHIP Pro
DIME
GERBER

> “A HANDY ALL-ROUNDER THAT SLIPS INTO YOUR GLOVEBOX COULD BE A LIFESAVER IF YOU FIND YOURSELF IN TROUBLE”

BEST MULTITOOLS

We reveal the pick of these pocket-sized all-rounders

Craig Cheetham

NOT all of us are good multi-taskers, but some are better than others – and it’s the same for this week’s crop of have-a-go heroes.

A multitool will probably never be the best thing for any job, but short of carrying a huge toolbox around everywhere, an all-rounder that slips into your glovebox could be a lifesaver if you find yourself in trouble at the side of the road, as well as doubling up as something to slice your lunchtime apple.

A pair of pliers, screwdriver or a sharp blade could get you back on the road, or come in handy when you’re working on your car.

The tools may be pocket-sized, but pocket-friendliness counts too, and our seven samples range from just over £10 to more than £180 in price.

How we tested

THERE are loads of multitools available, but we chose the ones that we thought best suited the needs of a motorist.

We evaluated them on how they might be useful in a roadside emergency, using each tool to cut a heavy-duty cable tie, strip a wire, tighten Pozidriv and flat screws, and trim some heavy-duty fuel hose using both the flat blade and saw functions.

A knife blade that locked into place was considered a desirable safety feature, and having spring-loaded pliers added points too, for allowing one-handed use. Finally, the tool’s price was also considered.

Nextool Flagship Pro Dark 7

AUTO EXPRESS BEST BUY 2025

Price: £49.95 **Tools:** 16 **Locking:** Yes
Rating: ★★★★★ **Contact:** *heinnie.com*

THE Nextool secured the Best Buy prize in our previous test and despite stiff competition from a couple of new rivals, it continues to hold the crown. It has a high-quality feel and lots of useful features. The pliers are spring-loaded, the wire cutters are strong, and the saw and knife blades are razor-sharp, while the 8.1cm blade is one of the biggest.

We also like the measuring tool on the casing. One of our favourite features is its pair of spring-assisted scissors, which made cutting the cable tie easy. The screwdriver isn't great, but it should get you out of trouble if needed.

NexTool FLAGSHIP Pro

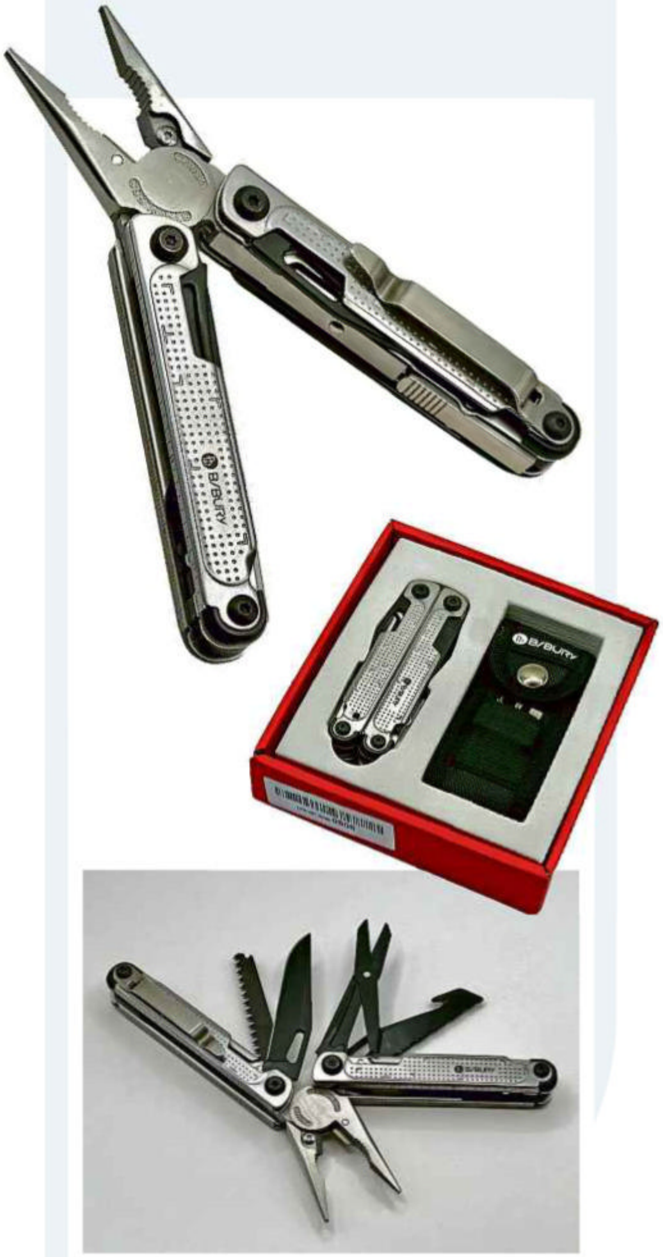
Bibury Multitools Pliers Pro

AUTO EXPRESS RECOMMENDED 2025

Price: £39.95 **Tools:** 21 **Locking:** Yes
Rating: ★★★★½ **Contact:** *amazon.co.uk*

BIBURY is an established US brand that's fairly new to the UK and has its own shop on Amazon. This Multitools Pliers Pro is its flagship all-rounder, with a Tungsten body and feeling very chunky at over 300g. We also like its interchangeable screwdriver heads, pocket clip, belt clip and locking system.

The blades were sharp and handled our tasks easily, the only negative being the lack of spring in the pliers and scissors, making one-handed operation difficult.



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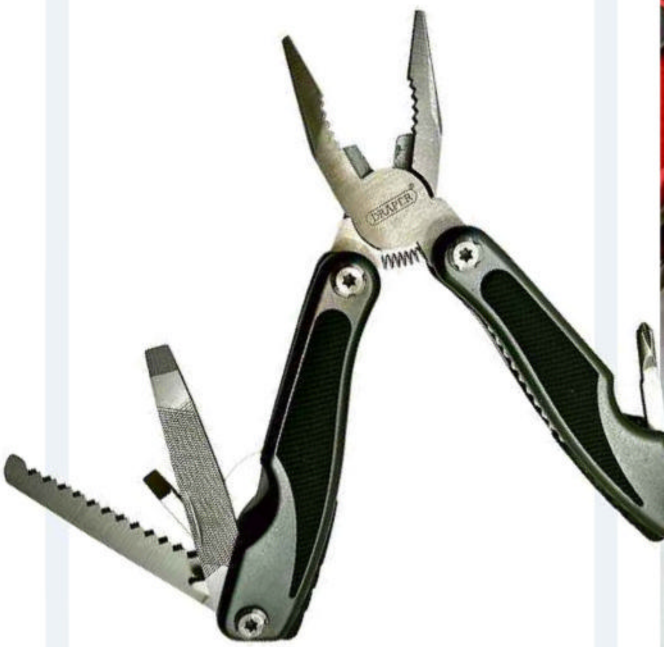
> **"THERE ARE LOADS OF MULTITOOLS AVAILABLE, BUT WE TESTED THE ONES THAT WE THOUGHT BEST SUITED THE NEEDS OF A MOTORIST"**

Draper 14 Function Pocket Multi-Tool

Price: £24.98 **Tools:** 12 **Locking:** No
Rating: ★★★★☆
Contact: *drapertools.com*

FOR the money, the Draper 14 Function Multi-Tool is a great addition to your tool kit. It's chunky and reassuringly weighty to hold, and while none of the blade functions was the winner in our tests, it still handled all of them well; the spring-loaded pliers were our favourites here.

It's not as comprehensive as some rivals and there are no scissors or blade lock, but it feels better made and more durable than the other cheaper models on test, making it our budget choice.



B/BURY
DIME
GERBER

Snap-on SMT97R

Price: £183.95 **Tools:** 12 **Locking:** Yes
Rating: ★★★★☆ **Contact:** *snapon.com*

WITH an RRP of £183.95, this Snap-on multitool is a pricey piece of kit, but it's beautifully made and a pleasure to use.

We like how the pliers retract inside the body, and the knives seemed the sharpest on test; Snap-on says its 'Remgrit' blade will cut through hard materials and we got through firewood. The pliers retract to lock the body, in case it falls into little hands accidentally. It's a brilliant tool, but the price is very steep.

Hilka large multi-tool 12-in-1

Price: £11.95 **Tools:** 12 **Locking:** No
Rating: ★★★⯪☆ **Contact:** *toolstation.com*

THE Hilka is the cheapest tool on test, but it offers a fair amount for the money and even comes with its own pouch.

The quality feels good enough, but unlike most of its rivals, there is no scissor attachment. The pliers are spring-loaded, though, and the wire cutters did the job on the cable tie. As a cheap, get-you-out-of-trouble addition to the glovebox, it has a lot of merit.

Stanley Fatmax

Price: £18.98 **Tools:** 16 **Locking:** Yes
Rating: ★★★⯪☆ **Contact:** *toolstation.com*

THE keenly priced Fatmax is small enough to fit in the palm of your hand, and while the quality obviously isn't on par with the more expensive tools here, it did a decent job in our tests.

The screwdriver was particularly good, but the tiny blade made hard work of cutting rubber hoses. The spring-loaded pliers felt good to use, but we found some of the tools stiff to get out.

STANLEY
FATMAX

Gerber Dime

Price: £26.99 **Tools:** 10 **Locking:** Yes
Rating: ★★★⯪☆ **Contact:** *gerber-store.co.uk*

THE Gerber Dime is the American company's smallest multitool, designed to fit on your keyring. That means it can be handy in all sorts of situations – you don't even need to open it to use the bottle opener, for example.

It passed all of our tests, but its diminutive size meant they were harder work in all cases. If you want something pocket-friendly, though, it's perfect.

GERBER
DIME

Verdict

IT'S another win for the Nextool Flagship, which waltzed through our tests. Only the screwdriver lets it down.

If you need that feature often, then the changeable bits on the Bibury make it a brilliant tool, and the lower price may well make this newcomer very appealing indeed.

The Draper is well made, sturdy and a good budget choice, but it lacks the features of the winner.

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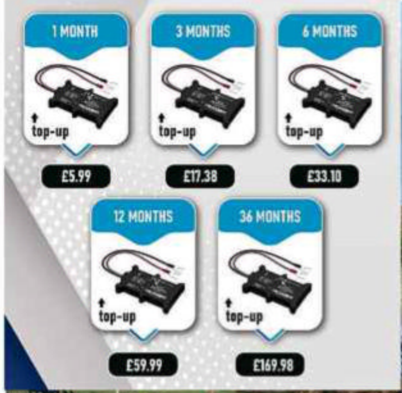

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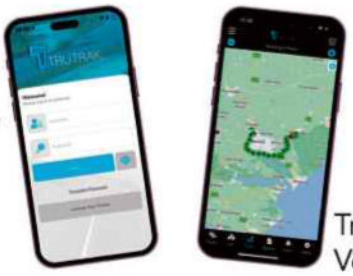

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Auto Express MINI TEST 2022

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BUYING CARS

"I KNOW PEOPLE WHO PASSED THEIR TEST IN A MANUAL, BUT DRIVE AN AUTO FOR CONVENIENCE"

THE DEATH OF THE MANUAL GEARBOX - AND WHY IT'S A GOOD THING

DEAN GIBSON

Auto Express' senior test editor argues that no one should be worried by the rising popularity of automatic 'boxes

NEW statistics released by valuation expert cap hpi reveal that the automatic gearbox is making inroads on the dominance of the manual transmission in new cars sold in the UK. Last year, autos in all of their guises made up nearly 30 per cent of new-car sales, and in a decade automatics have seen a 118 per cent jump in numbers compared with manuals.

One reason behind this is obvious, with the increase in market share for direct-drive EVs having an impact. Elsewhere, other than the Honda CR-Z, every hybrid and plug-in that's been sold in the UK since the Toyota Prius first arrived at the start of the 21st Century has been an auto.

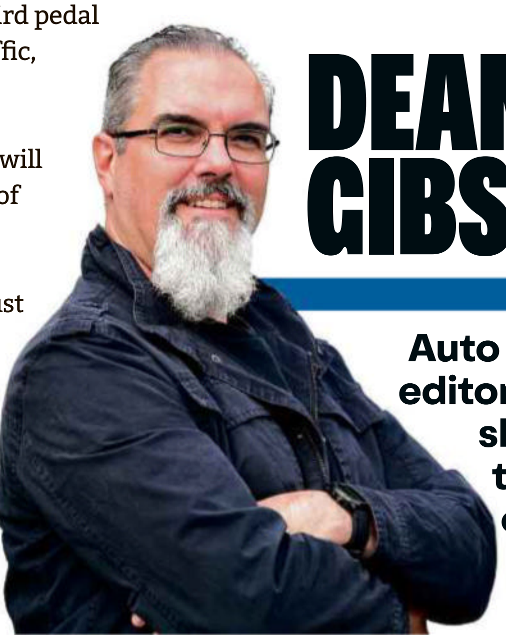
In the performance car market, virtually no hot hatches, sports or supercars come with manuals, reflecting the effect of motorsport, where sequential gearboxes packed with cutting-edge electronics are optimised to deliver seamless shifts.

Economies of scale are having an impact in the realm of everyday combustion engines, too. Car manufacturers faced with narrowing margins and constantly tightening emissions regulations have done the sums and seen that the cost of developing two transmissions doesn't add up. And while autos are likely to be marginally more expensive to develop than manuals, more buyers are going to be able to purchase the former, so that's the route that's been taken. Look at the new-car prices in the back of Auto Express, and you'll see a scarcity of manuals for sale, with less than a third of new models equipped with one.

But is the rise of the automatic such a bad thing? From what I see on the road, maybe not. Driving in the UK can be such a pain, from the terrible roads to the people that use them, and there are so many issues to deal with. So if you're not having to worry about what gear you're in, then you're giving more time to what's happening around you. I know people who have passed their test in a manual, but only ever drive autos for the convenience. Who needs to deal with a third pedal in stop-start traffic, for example?

Of course the enthusiast class will decry the death of the manual and its 'connection' to driving. But just like autos, there are good ones and bad ones, and the best will still be available on the used market and in demand for those that want them. For Joe Public, who sees a car as transport to get from A to B, the move to autos is just another step in the evolution from the horseless carriage.

There are plenty of other rituals that we no longer participate in: adjusting the choke, for example, hand signals, even looking behind when reversing, because parking sensors and cameras help us out. Using a clutch to change gears will eventually be another piece of 'old tech', reminisced about by those that think things were better 'back in the day'.



DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

> "My Ateca is quiet, has good performance and is very comfortable, especially the front seats. Perfect!"

> "Some of the controls aren't intuitive. They don't always make sense in terms of location and operation."

> "A well made, reliable, good-looking car that does everything very ably and offers value for money."

POSITION 14th SEAT Ateca

USED PRICES FROM: £7,000 **YEARS:** 2016 to present **CO$_2$:**123g/km **FUEL ECONOMY:** 53mpg (1.4 TSI) **BEST OPTIO**

RIDE AND HANDLING

YOU SAID "The steering is the best I've encountered in 37 years of driving. Given the size of the car, it really makes for a fun driving experience – rural roads are a real pleasure."

INTERIOR AND COMFORT

YOU SAID "I suffer from pain in my back, arms, and legs, but I find the front seat in my Ateca one of the most comfortable I've ever had. It's very supportive, so is great for long journeys."

Richard Dredge

THE SEAT Ateca mid-size SUV is getting on for a decade old, yet it still manages to come only just outside the top third of the Driver Power table, which is impressive. The Ateca tops the rankings for all-round driver visibility, while coming second for its climate control system and third for rear-seat legroom. The family SUV is fourth for safety features, fifth for value overall, and sixth for the balance between touchscreen and physical controls.

The Ateca earns seventh place for gearbox smoothness, eighth for its engine sound and ninth for both boot capacity and exterior styling. Two 10th places for child-friendly features and road handling round out its top-10 sub-category scores, while the user-friendliness of the switchgear takes 11th place, just ahead of the responsiveness of the steering (in 12th); that last one is pretty impressive for a mid-sized SUV, because these cars aren't usually renowned for their dynamic prowess.

Of course it's not all good news, because Ateca owners are not so enamoured with the built-in navigation (it comes 39th), the functioning of the safety systems (36th) and the acceleration (35th).

Other than these scores, most other categories for the Ateca are mid-table at worst, top 20 at best.

MPG AND RUNNING COSTS

YOU SAID "For the size of car, the fuel economy is very good. On a decent run I average around 45 mpg. The dealer's service plan is very affordable."

Mk1

NS: Space saver spare wheel, panoramic sunroof, boot net

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

WHAT DO YOU LIKE?

"I've owned many autos during the past 40 years. This is on par with the best for smoothness of change."

"I always arrive relaxed. I can't remember the last time I genuinely loved my car, but I love this."

"My Ateca is responsive and easy to control. Very quick when needed, but just as happy at lower speeds."

"Having physical buttons and dials is ideal after the frustrations of screen-only controls in my previous car."

WHAT DON'T YOU LIKE?

"The controls on the steering wheel are too easy to catch in error, which is a constant frustration."

"Some of the materials used on the doors and rear hatch could be better, because they feel a bit sharp."

"The DSG automatic gearbox is rather disappointing. My Vauxhall's auto 'box was better."

"The infotainment shuts down weekly, and enters a never-ending loop of messages and bleeps."

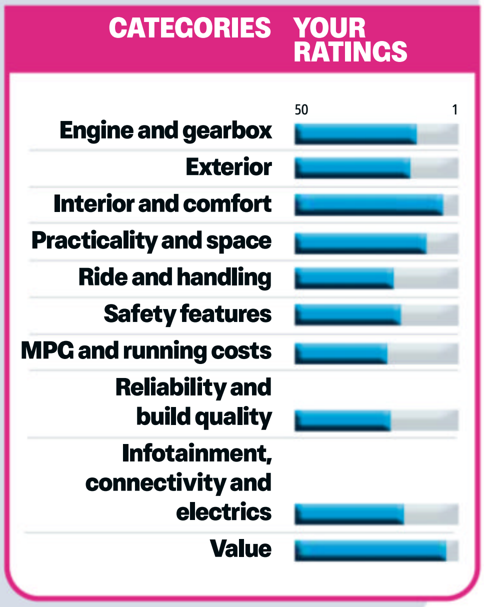
89.14%

OVERALL SCORE

PRACTICALITY AND SPACE

YOU SAID "It has a good-size boot with plenty of underfloor capacity for storing the emergency spare wheel. Cabin space is also good because there's plenty of head and legroom in the back for adults. And the standard split-fold seats are easy to put up and down."

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning a £100 Amazon voucher

USED BUYER'S GUIDE Merce

FROM £25,000 German executive saloon and estate pile on the quality and comfort

Richard Dredge

IN the automotive world there's a whole series of constants – models that have been in production for decades as a staple of a car maker's line-up. Various Volkswagens and BMWs started out in the seventies, while many Audi and Mercedes models have been going since the nineties. In the case of the latter, the C-Class was first seen in 1993 and since then it has evolved to become a seriously desirable compact executive. It continues to offer great refinement and safety, along with a user-friendly, luxurious and hi-tech cabin, although you will pay for the privilege of owning one.

HISTORY

THE Mk5 C-Class hit UK roads in late 2021, in saloon and estate forms. The entry-level C 200 had a 201bhp 1.5-litre petrol engine, while the C 300 featured a 254bhp 2.0-litre unit. Diesel fans could choose between the 197bhp C 220 d or the 261bhp C 300 d, both with a 2.0-litre four-cylinder engine. All engines were available in the saloon and the estate, apart from the saloon-only C 300, with a nine-speed auto gearbox.

Within weeks the 308bhp C 300e plug-in hybrid had been added to the range, then at the start of 2023 the first high-performance AMG variant landed. The 402bhp C43 AMG featured a 2.0-litre four-cylinder engine, as did the 670bhp C63 AMG that arrived in summer 2023. The C63 had a 201bhp electric motor powered by a 6.1kWh battery.

WHICH SHOULD I BUY?

MERCEDES previously offered coupé and convertible options within the C-Class range; this time round there are only saloons and estates.

At first there were Sport, AMG Line, AMG Line Premium and AMG Line Premium Plus trims, but Sport was soon dropped. AMG Line comes with adjustable driving modes, 18-inch alloys, LED headlights, heated front seats, twin digital displays, navigation and a reversing camera. AMG Line Premium adds high-beam assist, 19-inch wheels, ambient cabin lighting, a 360-degree camera, illuminated door sills and memory settings for the door mirrors, steering column and front seats. The AMG Line Premium Plus has a panoramic opening sunroof, a head-up display and four-zone climate control.

RUNNING COSTS

ALL C-Classes need a service every 12 months or 10,000 miles, alternating between Minor and Major. Whereas the former costs £450-£500 depending on model, the latter can be up to £800; the service plans generally cost over £1,000 per year to include an MoT if needed.

At launch the entry-level C 200 Sport saloon was priced at £38,785, but price hikes and model range changes soon meant that all C-Classes cost more than £40,000 new. So virtually all cars are subject to the £410 luxury car tax supplement until their sixth birthday (on top of the £190 standard road tax rate).

PRICES

EXPECT to pay at least £25,000 for a used C-Class, which will be a C 200 Sport with 30,000 miles or a 60,000-mile C 220 d AMG Line, both on a 22-plate. There's a fairly even split between saloons and estates, with the latter generally priced from £26,000 for a 40,000-mile C 200 AMG line on a 2022-plate.

Most C-Classes have a petrol engine; diesels are the most unusual, followed by plug-in hybrids. If you fancy one of the latter, you'll pay at least £32,000. The C43 AMG starts at £47,000, while the C63 S E Performance starts at £75,000.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

BUY THROUGH AUTO EXPRESS!
Scan the code to check out used Mercedes C-Classes

✓ CHECKLIST

TOWING

The C-Class is popular with caravanners because it tows with consummate ease. All saloons and estates have a limit of 1,800kg.

ELECTRONIC BUGS

Mercedes isn't immune to the software glitches that all car makers suffer from. Numerous infotainment bugs can strike, but an update often helps things.

ON THE ROAD

NONE of the engines are weak (even entry-level models have a decent in-gear acceleration), refinement is good, and the adjustable chassis offers five modes to alter the suspension softness, steering weighting and throttle response.

There's a slick automatic transmission, too, but the C-Class can't match the engagement that the BMW 3 Series provides. This is also true if you buy one of the AMG editions – you get huge performance that's very accessible, thanks to standard four-wheel drive, but the BMW M340i and M3 are more engaging than their respective rivals, the C43 and C63.

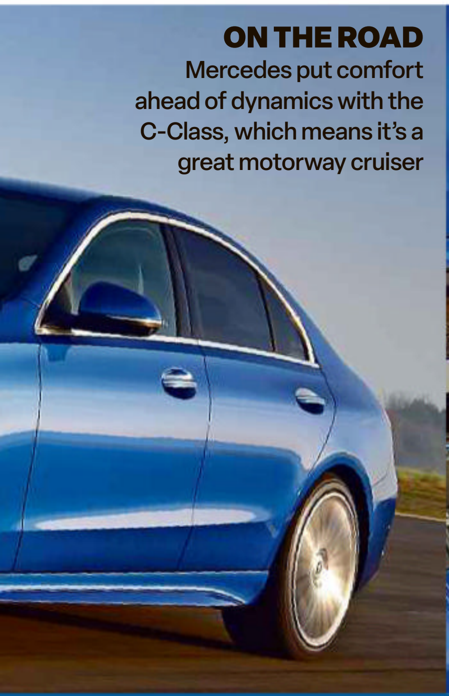
RECALLS

A HEFTY 23 recalls in three years is disappointing, but 10 of them affected fewer than 10 vehicles.

The first recall, in February 2022, was to deal with gearboxes being over-filled with transmission fluid. After that came three campaigns in quick succession because of software glitches. Incorrect tyre pressure labels led to a recall in August 2022; soon after there were campaigns due to sub-standard welds in the bodyshell, and fuel leaks, along with faulty airbags, fuel pumps and brake hoses.

Chafing wiring was behind a recall in September 2022, a month before

edes C-Class Mk5



ON THE ROAD
Mercedes put comfort ahead of dynamics with the C-Class, which means it's a great motorway cruiser

DRIVER POWER

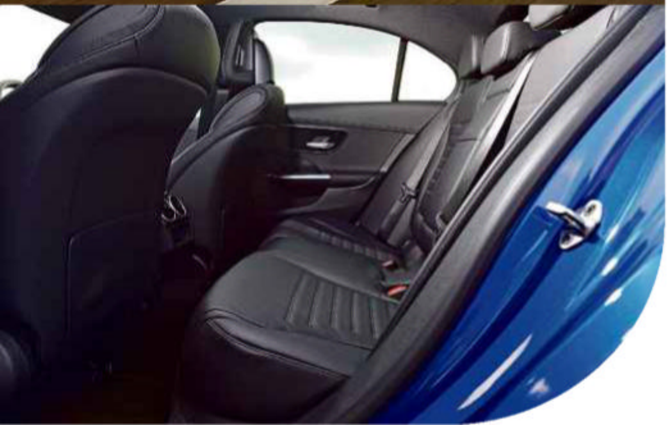
THE last time a C-Class appeared in a new-car survey was in 2021, when the Mk4 came 71st out of 75. Just two Mercedes models appeared in the 2024 survey; the A-Class came 31st out of 50, while the E-Class came 27th. The latter suggests where the C-Class might come, with owners awarding top-10 scores for seat comfort, ventilation and overall quality, but giving the thumbs down for value along with running costs.

AUTO GEARBOX

The standard nine-speed automatic transmission can suffer from faulty solenoids, sensors and software problems, which lead to jerky gearchanges.

HYBRID ENGINES

The C 200, C 300, C 220 d and C 300 d engines have mild-hybrid tech to boost efficiency. The C 300e is claimed to be capable of up to 68 miles of electric driving. Expect 55-60 miles in reality.



some C-Classes were recalled because of water leaks into a control unit. Other problems have included loose bolts, sub-standard fuses and faulty fuel tanks.

ALTERNATIVES

LIKE the C-Class, the Audi A4 and BMW 3 Series have classy cabins and some desirable powertrains which are powerful and efficient, but they're both expensive to buy as well as to run. They also have spacious interiors, but the BMW has the edge when it comes to driving pleasure.

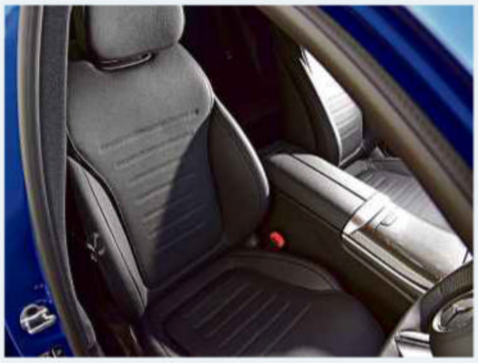
If terrific driving manners are top of your wishlist, check out the Alfa Romeo Giulia, which looks great but is sold only as a saloon. The Jaguar XE also came only as a saloon, but while the back seats are a bit cramped, the cabin is smartly designed and the ride is comfier than most rivals.

We'd also shortlist the Volvo S60 saloon and V60 estate for their smart design inside and out, and excellent safety credentials. They also come with some impressive powertrains.

INTERIOR

MERCEDES has pulled out all the stops to ensure the C-Class beats the hi-tech interiors of cheaper rivals. The cabin is like a junior S-Class's, such is the quality and technology that the German manufacturer has shoehorned in; the digital displays (11.9 inches for the infotainment) and switchgear look superb and work brilliantly.

At 4,751mm long, the latest C-Class saloon is just 4mm shorter than the original (W124) E-Class. The result is loads of legroom for two adults in the back; headroom isn't too tight, but the estate offers 30mm more than the saloon. The estate has a 490-litre boot (1,510 litres with the seats folded down), compared to the 455 litres in the saloon.



VERDICT ★★★★☆

THE C-Class is undoubtedly a very desirable family car, and it's as expensive to buy as you'd expect a Mercedes to be. That, and the fact that fleet buyers are embracing EVs more thanks to financial incentives, mean that the fifth-generation C-Class isn't as common on the used market as you might expect. As a result there are no bargains to be had, and that's the way things are likely to stay, as fewer ICE cars are sold. So don't sit there waiting for C-Class values to plummet before swooping in to buy, because the chances are that they'll drop relatively slowly.

Dacia Duster Prices from £23,500

1

FEW cars offer the same combination of family-friendly practicality and off-road capability as the Dacia Duster, and fewer still manage to even come close to its sub-£24,000 starting price. It's such a competitive offering that we couldn't help but crown the Duster as our Small SUV of the Year in 2024.

The latest generation of this no-frills SUV is a more modern-feeling car than its predecessor, but it still offers the same sort of no-nonsense, durable motoring. As standard, the third-generation Dacia Duster comes with a decent amount of in-car kit, and it's mostly the sort of things that you'll actually use, rather than gimmicks. There's plenty of space inside, too, and opting for the four-wheel-drive version means it's surprisingly competent when the going gets tough.

PROS

Comfortable ride
Spacious interior
Desirability

CONS

High boot lip
Wind noise at higher speeds
So-so Euro NCAP rating

BUY THROUGH AUTO EXPRESS!
Scan the code to check out the best Dacia Duster deals

10 BEST SMALL 4WD C

FROM £23,500 Need four-wheel drive ability in a compact package? Here are the best small 4x4s

Skoda Karoq Prices from £32,845

3

ALL versions of the Skoda Karoq offer plenty of practicality and space for family use, along with good levels of comfort and on-board tech. The four-wheel-drive version also adds some off-road ability to the mix.

The Karoq received a mid-life facelift in 2022 to keep it competitive in the fiercely fought mid-sized SUV market, along with further updates in 2024. These changes included a refreshed exterior design, a fully digital dash and a simplification of trim options.

Four-wheel-drive versions of the Karoq are offered with a 187bhp 2.0-litre TSI petrol or a 147bhp 2.0 TDI diesel. Neither of these engines feel sluggish, and they offer plenty of punch for overtaking. Both come with a seven-speed DSG automatic transmission as standard.

PROS

Optional flexible seating
Practical and good value
Refined and fairly hi-tech

CONS

Expired Euro NCAP safety rating
No fuel-efficient hybrid option
Not the most entertaining to drive

BUY THROUGH AUTO EXPRESS!
Scan the code for our best Skoda Karoq offers

Volvo EX30 Prices from £42,350

2

THE Volvo EX30 might wear a premium badge, but the small electric SUV is surprisingly reasonable when it comes to its purchase price.

Admittedly, if you want four-wheel drive, you'll have to step up to the Plus specification and select the Twin Motor Performance version, which has a starting price of around £42,000. But for the money you'll get one of the best electric cars currently on the market, with a generous helping of luxury and a range of 280 miles on the WLTP combined cycle.

While the EX30 hasn't really been designed with off-roading in mind, the dual-motor version is very competent and certainly packs a punch. The EX30 Twin Motor Performance can sprint from 0-62mph in just 3.6 seconds, which is quick enough to catch some high-end sports cars off guard.

PROS	**CONS**
Surprisingly affordable	Over-reliance on touchscreen controls
Strong levels of performance	Higher insurance groups than rivals
High-quality interior	Average warranty compared with rivals

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great Volvo EX30 deals

ARS

Shane Wilkinson
Shane.Wilkinson@autoexpress.co.uk

THE top small 4WD cars have rugged style, practicality and – in some cases – off-road ability in one package. There are plenty of options out there, and our expert road testing team has driven every single one (prices here are for the 4WD drivetrains), so read on to find the one for you.

Toyota GR Yaris Prices from £44,250

4

REMEMBER, this is a list of the best small 4WD cars, not the best small SUVs, so the Toyota GR Yaris does indeed belong here. Fit the right set of tyres to this fiery hot hatchback and you'll pretty much have a rallying pocket rocket in your hands.

Some may have scoffed when they heard that the Toyota GR Yaris hot hatch was designed as a "rally car for the road", but the brand has genuinely pulled it off, creating a seriously capable and entertaining machine.

When you aren't having plenty of fun in the process, the GR Yaris settles down into being a great supermini that's surprisingly easy to live with day-to-day. The 318-litre boot should provide enough storage for a family's weekly shop, while the three-cylinder engine is capable of returning up to 32mpg.

PROS	**CONS**
Real-world usability	Firm ride
Subtly aggressive styling	A bit too expensive
Punchy power delivery	Awkward back seats

BUY THROUGH AUTO EXPRESS!
Scan the code for hot deals on the Toyota GR Yaris

Mercedes EQA Prices from £53,010

5

PROS
Premium feel
Decent range
Fine on-board tech

CONS
Smaller boot than GLA
Not particularly quick
Rivals charge faster

BUY THROUGH AUTO EXPRESS!
Scan the code to find deals on the Mercedes EQA

THE Mercedes EQA is the brand's entry-level electric SUV, but that's not to say it isn't upmarket. Based on the Mercedes GLA, the EQA looks distinctive thanks to its flush grille and full-width rear lights, but it's underneath the car where the magic happens.

Mercedes claims that the EQA can achieve up to 346 miles of range, depending on your chosen variant. Charging speeds of up to 100kW are possible, too, meaning the EQA's battery can be charged from 10 to 80 per cent in as little as 32 minutes.

All trim levels are reasonably equipped, with 18-inch alloy wheels, dual 10.25-inch digital screens and heated seats. Wireless charging and a better stereo come with higher trims.

Range Rover Evoque Prices from £43,700

RANGE ROVER
769 KAS

7

PROS
Slick styling
Luxurious interior
Mild-hybrid engines

CONS
No physical climate controls
Rear seats slightly cramped
Auto 'box easily confused

BUY THROUGH AUTO EXPRESS!
Scan the code for top Range Rover Evoque deals

WHILE it looks fairly similar to the original model, the latest Range Rover Evoque benefits from some pretty big changes under the skin. Not only does it now have the firm's latest infotainment technology, but it can also be specced with a petrol, diesel or plug-in hybrid powertrain.

Of course, it's the Evoque's concept car-like styling inside and out that's still a major draw – it's able to serve up Range Rover's trademark look and feel, but in a small and relatively affordable package.

Walk up the range from S to SE and Autobiography, and the kit levels become truly luxurious, but the price also climbs steeply from affordable to eye-watering.

Volkswagen T-Roc Prices from £40,245

9

PROS
Comfortable ride
Decent space
Lots of safety technology

CONS
Fiddly climate controls
Hesitancy at low revs
No hybrid or EV options

BUY THROUGH AUTO EXPRESS!
Scan the code to find the best price on a VW T-Roc

IF you like the familiarity of a Volkswagen Golf but wish the popular family hatch had more interior space, a higher driving position and the option of four-wheel drive, then the Volkswagen T-Roc is a great choice.

Given that the T-Roc shares the same underpinnings as the Golf, you'll find that the cabin and in-car tech are largely the same as its sibling's, both for good and bad. Standard safety equipment is plentiful, the build quality feels robust enough to withstand family life, and the 445-litre boot can swallow holiday luggage or the weekly shop with ease. The 4Motion four-wheel drive system can also hold its own when you need to leave the tarmac behind.

Lexus UX Prices from £43,895

PROS
Individual styling
Smart interior
Economical hybrid model

6

CONS
Small boot
EV charges slowly
Expensive to buy

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great Lexus UX deals

THE Lexus UX is one of the more distinctive small SUVs on the UK's roads at the moment. With its sharp styling and plush interior, this car is anything but understated, although there are some useful sensible touches, too, such as the choice of a fully electric version.

It's unlikely that many owners will consider taking the Lexus UX off road, but opting for the four-wheel-drive hybrid model does mean that you get some extra power to go with this premium SUV's impressive levels of refinement and comfort.

The UX is best in cheaper trim levels, because it's difficult to justify the price of high-end versions when you consider its small boot and tight rear space for taller adults.

Jeep Renegade Prices from £38,219

PROS
Off-road ability
Unique looks
Decent practicality

8

CONS
Rivals better on the road
Some quality issues
Expensive

BUY THROUGH AUTO EXPRESS!
Scan the code for great Jeep Renegade deals

THE Jeep Renegade's squared-off retro looks are a nod to the brand's long four-wheel-drive bloodline. Entry-level models are two-wheel drive, so if you want a Renegade that's capable of taking you off road, you'll have to choose one of the more expensive 4xe versions.

Four-wheel drive Renegades are limited to the 4xe plug-in hybrid powertrain, which uses a 1.3-litre turbocharged petrol engine to drive the front wheels and an electric motor to power the rears. This means there's instant torque to apply a helping shove that can keep the Renegade moving in rough and slippery conditions. It's also the fastest model in the range, with a 0-62mph time of 7.5 seconds.

MG4 XPower Prices from £36,495

PROS
Very quick
Restrained look
Good value for money

10

CONS
Numb steering
Small boot
Hard interior plastics

BUY THROUGH AUTO EXPRESS!
Scan the code to find great MG4 XPower deals

COMING off the back of the successful MG4, the Chinese-owned brand launched its most powerful car yet – the 429bhp MG4 XPower.

Unlike the regular MG4, the XPower gets an additional electric motor mounted to the front wheels, to give it four-wheel drive and help it cover the 0-62mph sprint in 3.8 seconds. When launching from a standstill, the car feels rapid, but the instant torque makes it feel even quicker if you're already moving.

The 64kWh battery provides an official range of 239 miles, but if you can avoid too many B-road blasts, you could easily see around 200 miles of range. When we drove the car, we averaged 3.3 miles per kWh without driving particularly gently.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and widthof each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are ratedby drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000	
Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000	
Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£41645
2.0T (280) auto Veloce	39.2	5.7	162	34	£46645
2.0T (280) auto Tributo	39.2	5.7	162	34	£50245
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£80545

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	N/A	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	N/A	£36000
52kWh (220) auto A290 GTS	226	6.4	0	N/A	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23810
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25760
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24850
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26800
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24545
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26495
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25585
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27535
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28560

Black Edition: add £1700 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445

A6 Avant e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240

S line: add £2300 to Sport
Black Edition: add £2800 to S line
Vorsprung: add £14955 to S7
Carbon Black: add £8950 to RS 7
Carbon Vorsprung: add £17400 to RS 7

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955

Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	154	12	£23250
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	211	N/A	0	21	£33650
52kWh (136) auto Plus XL	206	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135
50kWh (136) auto You! XL	134	13.1	0	31	£39035
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20240
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£23740
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£25740
44kWh (113) auto Plus	188	12.9	0	N/A	£22990
44kWh (113) auto Max	188	12.9	0	N/A	£24990

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995
42kWh (118) auto Armani Edition	193	9.0	0	18	£33995

500C: add £2675 to Hybrid, add £6000 to Electric

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24350
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27350
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25350
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28350
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	50	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245
49kWh (115) auto Cross	229	10.6	0	N/A	£28745

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	**141.2**	**7.1**	**43**	**26**	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£32995
81.4kWh (201) auto Air	372	7.7	0	36	£35995
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39495
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm

NEW CAR PRICES

Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T’kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S’activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S’activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S’act R-EV (170) at M’koto	282.5	9.1	21	23	£35895
35.5kWh e-S’activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S’activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S’act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S’activ-G (194) at Tk’mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S’activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S’activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S’activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S’activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S’activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S’activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S’activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S’activ D (254) at H’ura AWD	51.4	7.4	140	38	£50720
3.3 e-S’activ D (254) at Tk’mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S’activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S’activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S’activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S’activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S’activ D (254) at H’ura AWD	49.6	8.4	149	38	£54605
3.3 e-S’activ D (254) at Tk’mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M’bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£67200
100kWh (408) auto 4	381	5.2	0	46	£69800
100kWh (516) auto 4S	377	4.1	0	48	£75400
100kWh (639) auto Turbo	367	3.3	0	50	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	18	£22995
40kWh (120) auto Techno	190	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	248	8.0	0	22	£26995
52kWh (150) auto Iconic Five	248	8.0	0	22	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	26	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

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AS the 2025 Formula One season kicks off this weekend, I'm reminded of my own brief and unremarkable 'career' as an F1 test driver, when I completed six laps of Leicestershire's Mallory Park circuit. Miraculously, I kept the temperamental Tyrrell F1 car beneath me on the damp black stuff, and away from the even damper green grass that I came perilously close to putting a wheel on as my confidence grew... but my talent started to run out.

At the opposite end of the scale are the blokes who, in 2025, have secured proper jobs as F1 pilots, with salaries somewhere between good and eye-wateringly excessive. The rookies on the grid include Alpine's Jack Doohan and Racing Bull's Isack Hadjar, each understood to be on a basic starter/probationer wage of $500,000-$1million per annum. Haas newcomer Oliver Bearman is the $1m man and a bargain at that price. Mercedes' new boy Andrea Kimi Antonelli and Sauber's Gabriel Bortoleto are on about $2m each.

> **"THERE ARE NO PRIZES FOR GUESSING THAT RED BULL'S MAX VERSTAPPEN IS BEING PAID MASSIVELY MORE THAN ANY OTHER DRIVER THIS YEAR"**

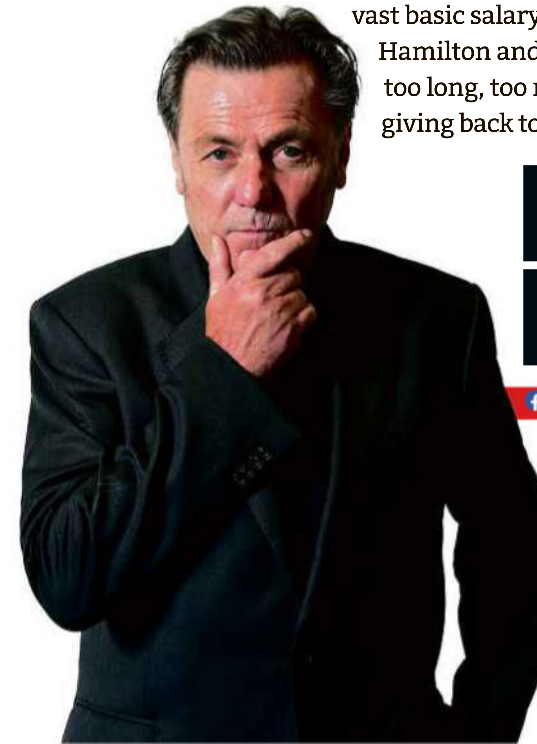
Of the more experienced drivers, Racing Bulls' Yuki Tsunoda is earning around $3m, as is Aston Martin's Lance Stroll, Alex Albon of Williams, and Red Bull's latest incumbent, Liam Lawson. Sauber's Nico Hulkenberg will cop $5m, but I'm not sure why because, nice fella that he is, he's merely plodded for the past decade and a half. He also has the dubious honour of having the most F1 starts (227) without securing a single podium finish or race win. This makes him unique – and overpaid. Sorry, Nic.

Of the big boys – drivers who've actually stood on podiums and won F1 races – Esteban Ocon is expected to earn 'only' $6m with his new Haas team in 2025. Then comes Alpine's Pierre Gasly ($12m), and Williams newbie, Carlos Sainz ($19m). Serious wedge, right? Relative newcomer Oscar Piastri of McLaren ($22m) and Merc's George Russell ($23m) do even better, while Ferrari's Charles Leclerc ($27m), Aston's Fernando Alonso ($28m) and McLaren's Lando Norris ($35m) are close to the top of the earnings tree.

Based more on past glories than recent form, Lewis Hamilton is even closer with a basic salary at Ferrari that's understood to be around the £57m ($73.6m) mark. Gulp!

No prizes for guessing that Red Bull's Max Verstappen is being paid massively more than any other driver this year. Think basic wage of approximately $75m, plus bonuses for race wins and points scored, in addition to lucrative endorsement, sponsorship and other deals that might gross him almost $100m in 2025. Nice work if you can get it, lad.

I understand and respect his on-board prowess, fighting spirit and pantomime villain box office appeal. But couldn't Max donate at least 10 per cent of his vast basic salary to charitable causes of his choice? Hopefully, Hamilton and others on mega-wages will then follow suit. For too long, too many top F1 drivers have taken too much while giving back too little. They can, and need to, change their ways.



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